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Adventurous Railroading and Rail Hobbies—Founded 1906 150 East 58th Street, New York, N.Y. 10022

August, 1978
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John C. Illman, 590 East Marrowstone Rd., Nordland, Wash. 98358

On a frosty day last October engine No. 6 of Mt. Washington Cog Railway in New Hampshire waits on mainline for upward-bound No. 3 to pull into the passing rack track at the lower switch.

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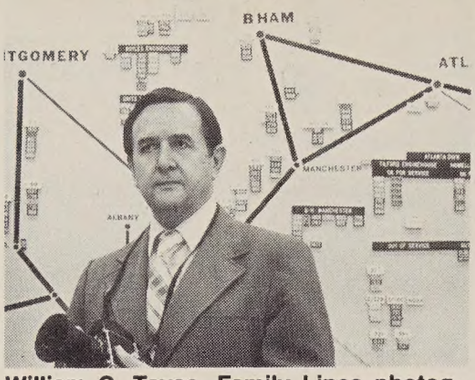
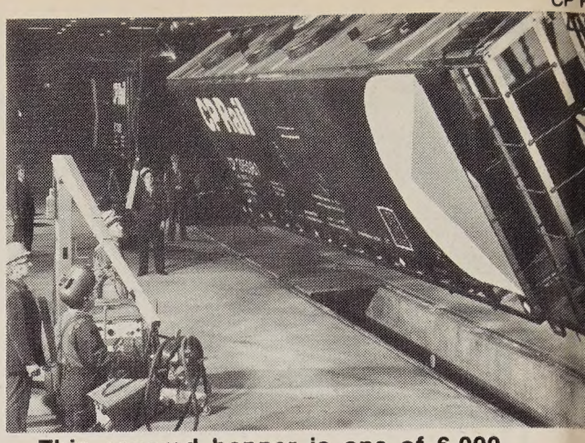
THE MAIL CAR

where editors and readers meet



William C. Tayse, Family Lines photographer, checks a picture possibility in the Seaboard Coast Line transportation control center of old ACL at Jacksonville, Florida.



This covered hopper is one of 6,000 freight cars being repaired and refurbished under CP Rail's $50 million car-repair program at its main ships in Montreal, Winnipeg, and Calgary.

OUR FRONT COVER is a typical scene on the Strasburg Rail Road in Pennsylvania, showing a locomotive taking water. The photographer is *Interesting Railfan* Ronald Johnson, 662 Highland Ave., South Portland, Maine 04106.

On the back cover we see EMD GP-38-2 on the Vermont Railway at Lake Champlain at the Burlington South Yard on Oct. 5, 1976. The photographer, J. Howard Audibert, 6632 28th Street South, St. Petersburg, Fla., likewise is one of our *Interesting Railfans*.

Personality Parade

BETWEEN my job of wiring a maintenance-of-way building at Troutdale, Ore., and working on a girder on the steel bridge high above the Willamette River, Union Pacific electrician Robin Beckerich sums it up.

"You need to be someone rugged who really likes physical work and isn't afraid of being shocked or getting dirty," she says.

Robin is the first female journeyman electrician in Oregon. As a UP electrician on the Oregon Division, she is often sent *"on line"* when emergency electrical service is required, day or night. For example, she has been seen working under portable lights at a derailment site in the Columbia River Gorge.

Robin's interest in this field began on a softball team. That's where she met the electrician who eventually became her husband. She enrolled in an apprenticeship program and was the first Oregon woman to receive a journeyman electrician card. She not only enjoys her railroad work but has just finished rewiring her own home.—Edward J. Trandahl, editor of Union Pacific's *Info* magazine.

RAILROAD POLICE WORK in Maine is more effective because of a law the Legislature recently enacted. The state's commissioner of public safety has commissioned some Maine Central, Bangor & Aroostook, Canadian Pacific, and Canadian National employes as special agents.

Hitherto in Maine the "cinder dicks," as they used to be called, became deputy sheriffs in counties where the railroad operates. This created some enforcement problems because crime does not know county lines. Railroad policemen are now subject to rules and regulations of the Maine Public Safety Department and they have statewide jurisdiction.

KATHLEEN M. KESSLER has been appointed senior analyst-traffic services for Santa Fe Railway at Chicago. Born at Blue Island, Ill., she is a graduate of the College of Advanced Traffic at Chicago and began railroading in 1970 as a record clerk.

WILLIAM C. TAYSE, Louisville & Nashville official photographer, is represented in this issue of *Railroad* with a drawbridge color-shot on page 33. He hired out in 1961 as a darkroom technician on the staff of the *L&N Magazine* and in 1964 was promoted to photographer.

In that year the publication was renamed *Family Lines Magazine*. It's a bi-monthly, circulation 56,000, is distributed free to active and retired employes and some others, and covers the five roads comprising the Family Lines System: L&N, Seaboard Coast Line, Clinchfield, Georgia, and West Point Route. Bill's wife, Dorothy, also works for the system. They have three children, including a son Steve, an L&N assistant roadmaster.

NORFOLK & WESTERN'S only female brakeman, Linda Melton is a five-foot-two blonde, 28 years old, with a fragile-looking face and a soft voice.

"I'm doing something few women have done," she says as she sits in a railroad office in Fort Wayne, Indiana, waiting to be called for a train crew headed for NW's Calumet Yard in Chicago. "I meet women clerks and secretaries working for the railroad who think my job is fantastic. They tell me to stick with it because they think I'm doing something important for women."

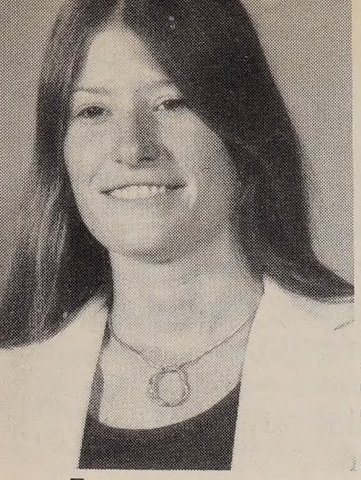
The job traditionally held by men with strong backs and arms requires getting on and off moving equipment, going in between cars to tie up air-hoses, throwing switches, and picking up heavy objects such as knuckles that often weight close to 100 pounds.

WILLIAM R. GORDON, a retired postman, has come a long way in the book business since he wrote and published his first book, *Rochester & Sodue Bay: Royal Blue Line,* in 1952—14 more books to be exact. His latest book is *Through the Grape Belt over the Lines of the Buffalo & Lake Erie Traction Company*. Bill, who lives at 232 Beresford Rd., Rochester, N.Y. 14610, has sold over 67,000 copies of his books. The soft cover ones are

SO FAR AS I KNOW, I am the only contemplative nun who is a steam buff. However, a few of our sisters seem to enjoy some of the railroad pictures I took before entering the monastery. If anyone who knows Richard C. Overton, author of *Gulf to Rockies,* etc., would contact me, I would be grateful. He is my father's cousin. I'd like very much to meet my long-lost relative, who is an authority on Colorado railroads, or at least hear from him.—Sister Joan Mignonette Overton, Our Lady of Grace Monastery, North Guilford, Conn.

Views and Reviews

A DUCK can cross New York Harbor on its own, but a freight train can't. Why not? Because there is no railroad tunnel across the harbor for use by freight trains. A couple of hundred freight cars are still floated across every day on carfloats; but, for lack of such a tunnel, and because the century-old railroad bridge at Poughkeepsie is not able to be used any more, railroad freight trains are sent up the river over 100 miles to cross at



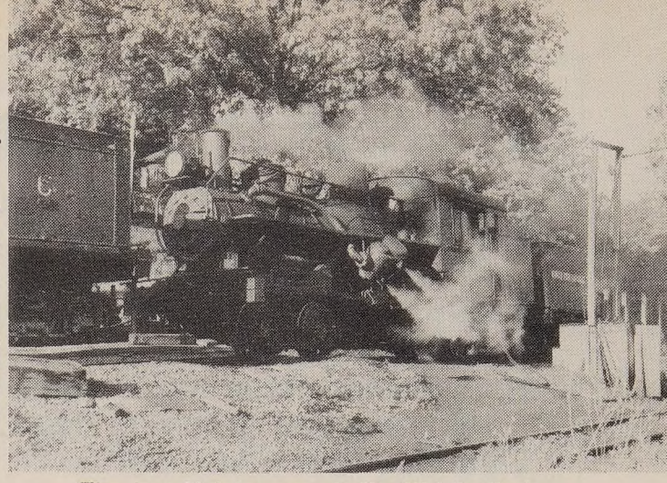
Santa Fe Railway

Ever see a railroad analyst? Meet Santa Fe's Kathleen Kessler.

Union Pacific Railroad

Union Pacific electrician Robin Beckerich, first female journeyman electrician in Oregon, busy with screw-driver on railroad building in Troutdale area.

C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825



The last Heisler ever built; Middle Fork R.R. Co. geared-locomotive No. 7, built in 1941, shown in Ellamore, W. Va., yards on June 1, 1958.

Selkirk—near Albany—for an economic wastage caused by circuity of millions of dollars every year.

Not only is this economically wasteful, but also it discourages use of rail transportation for trans-Hudson shipments and deliveries. West-of-Hudson, 20 million persons living in New Jersey, Delaware, Maryland, and Pennsylvania, are served annually by 5 million freight cars. But east-of-Hudson, in the New York City area, and on Long Island, and in southern New England, namely, Connecticut, Rhode Island, and Massachusetts, 20 million inhabitants are served by only one million freight cars annually.

As the length of detour increases to cross the Hudson, the service ratio becomes worse, so much so that, in the New York City area, 10 million persons are served annually by only ¼ million freight cars—the worst service ratio for railroad freight-car loadings/unloadings relative to population, in the Northeast. This naturally leads to higher prices and a poor competitive posture because of the unavailability of cheap, direct routed, rail transport for the mass movement of goods. Right now is the time to start planning and building a railroad tunnel across New York Harbor to be used by freight trains.—Robert E. Niebuhr, Narrows Tunnel Association, Bronxville, N.Y.

LIVING in a small town on the Louisville & Nashville's Corbin Division, I see lots of railroad action. The subdivision through here, known as the old Knoxville Division, runs 160 miles from Corbin, Ky., south to Etowah, Tenn. Knoxville is located on this subdivision 101 miles south of Corbin. This is said to be the hottest division on Family Lines System.

Someone in the *Mail Car* wrote about our traffic density. Last fall, before the coal strike, this division was served by five freight crews (running two fast freights each way per day) and 32 pool crews based in Etowah, plus ten turnaround crews located at Knoxville, plus two locals based at Williamsburg, two locals at La Follette, Tenn., two at Knoxville, and one out of Etowah.

There were crew cutbacks during the strike, of course, but they are now restored and other crews added. And this makes no mention of the three helpers stationed at Chaska, Tenn., to boost them up the 8-mile grade over Peabody Mountain. "Yes," said one conductor, "we have 36 crews on the board and none of them are at either terminal. Eighteen are on the road and the other eighteen are on their way in taxis to relieve the dog-lawed road crews."—Hugh Steely, president of Farmers National Bank, Williamsburg, Ky. 48769.

MY BOOK REVIEW of *McCullock's Wonder,* the story of Canadian Pacific's Kettle Valley Railway, in your April issue, evoked many requests for the address of the publisher, Whitecord Books Ltd., which is 2229 Jefferson Ave., West Vancouver, B.C., Canada VTV 2A9. The book sells for $12.95 in Canada, elsewhere in North America $14.95.—Bert Lanning, 717 Pandora Ave., B.C., Canada V8W IN9.

THANKS for the fine coverage of the Minnesota & Western Railroad Museum in your article on me as *Interesting Railfan* 175. I believe it helped to bring about the favorable decision of the Wright County Planning & Zoning Board in giving at least a two-year extension on our conditional use permit. As of now, they still won't let us open our museum to the public, but we are still rebuilding our steam locomotive and other equipment for future operation.—Don Lind, Box 459, Annandale, Minn. 55302.

FOR MANY YEARS I watched the (now-abandoned) Washington & Old Dominion's freights shuttle between Alexandria and Leesburg, Va., without once seeing a caboose on them, not even when they had 50 cars hauling sand and gravel for building Dulles International Airport. Then in the early 1950s, while watching activities in the Pennsy's Enola Yard, I saw a slow-moving southbound train in which I counted 40 cabooses—or were they cabin cars?—Chandler B. Griggs, 720 N. Edison St., Arlington, Va. 22203.

YOUR short article on "Canadian Railways 150 Years Old" (May issue) prompted me to send you two paperbound booklets: *Canadian Railway History* (17 pages) and *History of the Canadian Pacific Railway Co.* (26 pages), giving further, accurate details.—George J. Leisgang, Box 27, 4747 W. Pine River Dr., Comstock Rd., Mich. 49321.

ILLINOIS CENTRAL GULF has a new neighbor along its mainline on the south side of Chicago. This neighbor is W.H. Miner, Inc., a Chicago railroad supplier firm that recently built and dedicated a million-dollar railroad research and development center at 87th and Dobson Street.

Suburban passengers riding past the center while it was being built wondered why anyone would build a roller-coaster or ski jump in such a location. It turned out that this facility was really a 30-foot high incline with railroad tracks on it. Miner uses the incline to simulate actual freight car operating speeds up to 15 miles an hour. A freight car is hauled up the incline and released to roll down at a certain speed. The car is purposely allowed to collide with a standing car on a 900-foot testing track.

Located beside the track is a central control tower containing the latest types of modern instrumentation for measuring impact, shock, buff, and the effects they produce on and in railroad cars.

Beginning and End

FEW MEN who have seen the end of a railway line were also present at its beginning. George Currie of Manitoba is such a man. He was 13 years old in 1901 when he moved with his family to Edrans, just months

The Dying Hobo

Beside a Western water tank
One cold December day,
Inside an empty boxcar,
A dying hobo lay.
His pardner stood beside him,
With low and drooping head,
Listening to the last words
The luckless floater said.

"I'm going to a better land,
Where everything is bright,
Where handouts grow on bushes
And you can sleep out every night,
Where you do not have to work at all,
Or even change your socks,
And little streams of whisky
Come trickling down the rocks.

"Tell my hasher back in Denver
That her face no more I'll view,
Tell her I've jumped the fast freight
And that I'm going through.
Ask her not to weep for me—
No tears her eyes must lurk—
For I am going to a land
Where I'll not have to work.

"Hark! The train is coming;
I must catch it on the fly!
Farewell, pardner, I must leave you,
It ain't so hard to die."
The hobo stopped. His head fell back;
He'd sung his last refrain.
His pardner swiped his hat and shoes
And jumped the eastbound train.

—Anonymous

before train operations began on the new Canadian Pacific line running from Macgregor to Wellwood in that year.

Seventy-five years later, he returned to Edrans on a cold, November afternoon to watch men pulling spikes to lift the rails from the now-unused line. This time, he was accompanied by four generations of descendants—all of whom had arrived on the scene during the lifetime of that railway line.

He can recall the building of the Grand Trunk (now mainline). In fact, over winter he even contracted to supply beef for the construction gang. His father told him he was crazy, but he fulfilled the contract and earned $5 a head for butchering and delivering cattle supplied by his father and neighbors.

George was born and spent his earliest years at Arden. He remembers that there were no roadways then, and travel involved wandering "around the sloughs and cricks." Later he moved to Edrans, and still later the railway was built there. The arrival of trains made possible a cordwood cutting industry. Mr. Currie recalls 400 men being employed, and competing fiercely for flatcars and boxcars on which to load their produce for shipping. They would meet the train coming into Edrans and throw a couple of sticks of cordwood on a car to claim it.

His recollection is that they shipped as many as 60 carloads a week, mostly for use in Winnipeg. But a 1903 fire destroyed the cordwood stockpiles and the forests from which the supplies were drawn, and the community turned to other activities to keep alive.—George Smellie in *CP Rail News.*

The Casey Jones Wreck

AS A RAILROADER with more than 35 years experience, including 18 as a train dispatcher, I was greatly interested in the *Official Report on the Casey Jones Wreck,* as published in your March issue.

From various accounts of the accident I have read I noted that the trick dispatcher did not place any train-order restrictions on Train No. 1, either leaving Memphis or afterward, which is an indication that Jones was expected to make up the lost time. It is evident there were several inferior trains on the road which could have used any extra time on Train No. 1, as four of them had to clear the time at Vaughan, where there were not sufficient tracks to hold them all clear of the main. The speed of No. 1 at the time the torpedoes were struck may have been excessive, but the report does not state the authorized speed for the territory nor whether it was being exceeded. Therefore, I assume that Jones figured the track was safe for 75 mph.

The report states that the flagman was equipped with a red and a white light, but there is no mention of a red fusee which could have been seen for miles as contrasted with "hayburner" lanterns. I recall an instance many years ago when I was still a kid in school where a passenger train almost got away on a flagman who had only a red and a white "hayburner." The hogger struck the "guns" and figured they had been left there by some previous freight train, and was right on the flagman before he saw him. Had the torpedoes been placed beyond the flagman, it would have warned Jones that a flagman was there and he could have acted much sooner.

It appears that flagging rules at the time were inadequate for high speed, as a train travelling 75 miles per hour covers a mile in just 48 seconds. Bearing this in mind, from the time the torpedoes were exploded by No. 1 until the collision occurred, the time lapse was probably about 30 to 35 seconds, as the distance was slightly more than half a mile. With turn-of-the-century braking equipment, I doubt he could have stopped even if he "soaked" the train.

In trying to reconstruct the accident, I see it this way. Casey Jones failed to see the flagman, but we will never know why. I do not think he disregarded him. When the torpedoes exploded, Jones made a service application of the brakes, but being on a left-hand curve did not at that time see the markers of No. 83 on the main. He probably expected a "saw by" either at the south house—track switch or the south passing-track switch, but he did not expect to find a train sticking out on the main at the north switch.

Fireman Webb noted the flagman, after the torpedoes had exploded, when he went to the right gangway and looked back along the train. He then went to the left gangway and saw the markers of No. 83 on the main. He returned to the right gangway, informed Jones and "joined the birds."

Jones then made an emergency application of brakes, but this would not have the desired effect, as the trainline

would not have had time to recharge. Jones knew he was too close to stop. He could have unloaded and saved himself, but his first thoughts were of others riding his train. He probably worked Eng. 382 in reverse in the final seconds before the crash and held on to the whistle to warn others to get clear.

If Fireman Webb unloaded at 50 mph, he was very lucky that he did not sustain much more serious injuries. As the total damage was slightly more than $3,300, I would guess that the speed at the time of impact was no more than 20 to 25 mph. Otherwise, with equipment which contained a lot of wood in its construction, as was the case at that time, there would have been possibly more death and injury, not to mention devastation.

While railroad operating methods, safety, and investigative procedures have come a long way since this accident, it is unfortunate that a more detailed inquiry was not carried out. I do not mean to be critical of the Illinois Central or any of the officers or employes working for the road at that time. We all have unfortunate events during our lives. I myself have had the experience to stare in solemn disbelief at the results of a collision in which four lives were lost, including two fellow employes.

Maybe Casey Jones was responsible to an extent, and maybe he was not. I cannot accept the theory that he alone was responsible for the wreck. In any case, he was a brave engineer and will always be a hero in railroad folklore.—Cecil J. Swanson, 93 15360 111th Ave., Edmonton, Alta, Canada T5M 2R2.

Our Monthly Newscast

YOU MAY RECALL that Henry Ford once owned the Detroit, Toledo & Ironton. Now Ford Motor Co. is poking a finger into the pie again. This company, like Proctor & Gamble (Ivory soap) Co., has filed a legal brief with the ICC supporting Grand Trunk Western's application to control the nearby DT&I and the Detroit & Short Line Railroad. They oppose the Chessie System and the Norfolk & Western, two of the nation's largest transportation empires, which also want to control the 588-mile DT&I. The Ford Motor Co. is DT&I's largest customer.

CHESSIE SYSTEM is building a new single-track railroad—complete with a tunnel and five bridges—that will more than double its coal-hauling capacity and pay a spectacular bonus in diesel fuel savings. The job is due for completion next December 31st. Compared with the present line, on which four daily 50-car trains haul 3.6 million tons of coal annually from the mines to the mainline junction, the new route will lift capacity to 6.4 million annual tons, hauled by five daily 89-car trains—and ultimately to 10 million annual tons, hauled by five daily 110-car trains! The new 8.33-mile branch is located in Kentucky's Pike County, a major soft-coal-producing region.

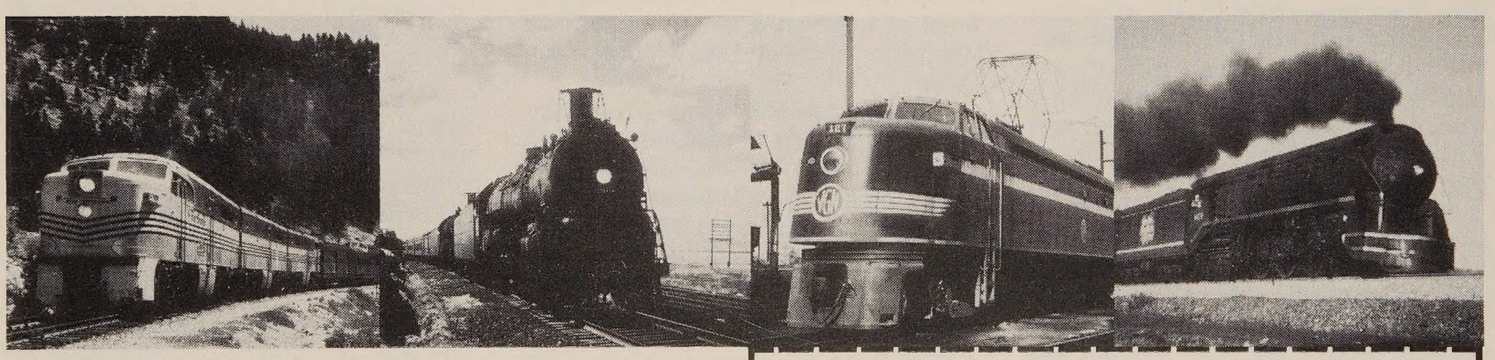
IOWA SUPREME COURT has ruled that Iowa railroads are not exempt from the state's Occupational Safety and Health Act. In an unusually stern and potentially far-reaching decision, it reversed a lower court judge who had thrown out $633 in fines that Iowa levied on the Union Pacific. The fines were for violations of safety regulations that inspectors had found in the repair yard at Council Bluffs in 1972.

UP, like many other roads in the U.S., argued that it should not be affected by OSHA laws because Federal safety laws cover railroad safety. The Iowa justices, however, ruled that Federal Railway Administration laws cover only actual train movement, while OSHA inspectors are needed to cover railroad offices and yard operations.

STOCKHOLDERS of Maine Central have amended the company's articles of incorporation in such a way as to make it more difficult for an outsider to gain control of Maine Central. Amoskeag, a Boston-based holding com-

America's Colorful Railroads

A New Book By Don Ball, Jr. Epilogue By Jim Boyd



This is the first all-color book on America's railroads and it has everything you've been looking for—from rare, one-of-a-kind shots of vintage 40s and 50s steam and diesel engines—to classics like the Aroostock Flyer, the Cincinnatian, the Texas Special, and the Daylight. This book is all first generation era of railroading, from steam to diesel to electric. The finest action railfan photography by the best railroad photographers of the era—no P.R. shots, fan trips, or tourist lines. The latest of Don Ball's great books on railroads.

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pany, has tried repeatedly to control Maine Central in recent years. Amoskeag owns Bangor & Aroostock and 35 percent of Maine Central's common stock.

A FEDERAL LAW has been enacted that raises the mandatory retirement age for most employees in the private sector from 65 to 70, and lifts it entirely for most Federal workers. In the rail industry and others where retirement clauses are contained in benefit plans or seniority systems under collective bargaining agreements, union and management will have until Jan. 1, 1980, or the expiration of the contract to comply.

HAWAII'S 3-mile branch running from the old Oahu Railway & Land Co. mainline along the Waianae coast to the Lualualei naval depot is being torn up by the U.S. Navy Department. The NRHS Hawaii Chapter tried to buy the tracks from the Government but couldn't raise the necessary funds. The rails have been sold to an undisclosed mainland company and the ties sold in the area for building purposes.

Located at the Lualualei depot is the NRHS Chapter, with some of the rolling stock it owns, including Baldwin 0-6-2 No. 7, now in primer paint and partially restored. Another NRHS possession there is Baldwin 0-6-2 No. 12, which is being cannibalized for spare parts, while a third engine, No. 6 is a fully-restored Baldwin, vintage of 1931, lettered W.A. Co. Also stored there are two diesel center-cab switchers built by Whitcomb. One labeled USN is inoperable, the other, HRS 302, is operable. Also on hand are GE switcher No. 7750, painted red, white, and blue, and one tender, two freshly-painted tank cars, and various flatcars, boxcars, and a fully-restored coach labeled Oahu Railway.

The old mainline is state-owned and will not be torn up. You can still see traces of it along the Waianae coast. Some parts of the mainline are paved over and used as bike routes. A new restaurant in Pearl City, named the Roundhouse, displays original photographs of the Oahu line and much hardware railroadiana. It gives each customer a large poster dealing with OR&L history. I am currently stationed at Pearl Habor aboard the submarine *Skate* and have been enjoying *Railroad Magazine* for years.—T.J. Kelly, 338 Lowella Ave., Pearl City, Hawaii 96782.

ABANDONED old rail spurs are being turned into bicycle, hiking, and jogging trails by the U.S. Department of the Interior, which is providing $5 million this summer for pilot projects in 10 states. The nation has an estimated 15,000 miles of abandoned railbeds. Of these, the department says, about 5,000 miles would be suitable as recreation trails. Half of these are in the Northeast and upper Great Lakes areas, near population centers.

Last September, the Bureau of Outdoor Recreation announced it had $5 million available to states and localities that had abandoned tracks which could be converted for use by people who wanted to pedal, walk, or run to work or into the countryside. The response was immediate, with 135 state and municipal recreation departments asking for a share of the money.

THE CRACK Venice-to-Rome express recently collided head-on with a local train during a driving rainstorm. Three cars pitched down a 60-foot embankment, killing dozens of people and injuring scores more. It occurred in the mountains between Bologna and Florence. The local train suddenly derailed into the path of the southbound, packed express, the *Arrow of the Lagoon,* possibly because the tracks had been loosened by the heavy rain. The impact was so great that some bodies were dismembered and thrown into the branches of surrounding trees. The express was traveling at an estimated 66 mph.

WALKWAYS on rail bridges should be repaired by the U.S. Railroad Administration so that trainmen and others can perform their jobs safely when a train is forced to stop on the spans, the United Transportation Union urges. National Legislative Director Jim Snyder fired off a letter to the FRA for such action after he learned of a harrowing incident that occurred to a Green Bay & Western crew on a bridge across the Mississippi River at East Winona, Wisconsin.

The train was forced into emergency after an air-hose uncoupled and this stranded many cars on the bridge. Crew men had to crawl under and along the sides of cars at great danger to find and couple the hoses. Then the brakeman had to ride out on the side of the car after the train got moving again.

USING its emergency powers, the ICC has ordered all railroads to expedite the return of empty coal hopper cars to the 11 owning railroads that serve coal-producing areas. This order was based on the large demand for hoppers to transport coal, especially to utility companies with depleted stockpiles.

CHESSIE SYSTEM, famed for breaking national records, scored again recently when the *Lake Tahoe,* a Liberian-registered freighter, took on an all-time high of 123,210 net tons of coal at the C&O coal docks in Newport News, Va. It was the giant vessel's first call at Newport News, and it loaded the largest amount of coal ever put aboard one ship at a single American port! Then she headed for Japan with metallurgical coal, the contents of 1,446 railroad cars. The previous record at Newport News was held by the *Hoegh Rainbow,* which took on 96,824 tons of C&O coal in August, 1974. Chessie, with a 76,000-car coal-carrying fleet, is the nation's largest hauler of black diamonds. (Since May, the Newport News merchandise piers have been operated not by C&O but by Peninsula Terminals Ltd.)

CAJON PASS had one of its worst wrecks recently when a Santa Fe freight extra fell into a washout at Summit, Calif., killing two deadheading brakemen and injuring the engineer and head brakeman, and the wreckage caught fire.—Chard L. Walker, *Interesting Railfan,* 18073 Pine St., Hesperia, Calif. 92345.

THE ROCK ISLAND is taking delivery on the first of 1,625 new freight cars valued at $50 million. These include 500 jumbo covered hoppers, 500 general service boxcars, 300 open top hoppers, and 325 gondolas.

MAYOR JOE SMITHERMAN of Selma, Ala., lifted a ban that barred the Louisville & Nashville from using its mainline through the city after the carrier promised to make track repairs. The mayor had imposed it because of three derailments in four days in Selma switching yards. Mindful of the rash of accidents in other areas—some fatal—he said the yard tracks are in such bad shape that they could cause "a disaster from which this town could never recover."

AN ICC DECISION that the Bangor & Aroostook violated the Interstate Commerce Act has been upheld by the U.S. First Circuit Court of Appeals at Portland, Maine. The violation arose out of a secret agreement between BAR and CP Rail to divert traffic away from the Maine Central. The ICC ruled over a year ago that since BAR had violated the Act it must pay damages of $176,000 to Maine Central and $87,000 to Boston & Maine, in each case plus interest. The ICC concluded that BAR had "unduly prejudiced Maine Central Railroad Co. and Boston & Maine Corp. . . . . in the distribution of traffic in violation of Section 3(4) of the Interstate Commerce Act." BAR filed an appeal, which the court turned down.

Robbing the Cook Car

WHILE I WAS working as a telegrapher on the Alaska Railroad with an extra gang some years ago we had a French-Canadian woman cook and she was a mighty terror. We discovered it when

conductor Pat Rogan, powder monkey Packsack and I thought we'd snitch a huge apple pie from the cook car.

Packsack suggested that one of us dress up in the bear rug that he had on the floor near his bunk. We all three shared a bunk car together with another character, Shoepack Smith. We all thought the idea was pretty good but we had to give Shoepack a bottle to bolster up his ego enough to tackle the deal.

The other three of us then began howling like Arctic wolves out in the brush on the other side of the track to divert attention. Then Shoepack, a giant of a man in his bear-hide and head, sauntered up and reached for the pie. Now, Big Marie was very bush-wise. She had worked her way clear across Northern Canada into Alaska as a frontier or backwoods cook. She's had had run-ins with wild animals and could tell some wild stories about them.

As the pie was disappearing out the window Big Marie called out, "Drop that pie or I'll bust you head open with a frying pan," which she did. Her 12-egg-type skillet landed on Shoepack's noodle which, of course, was under the bear's head. He staggered, but he held onto the pie, which we dug into later. It tasted real good. When Big Marie found out that she had nearly killed Smith, she exclaimed: "Oh, I am so very, very sorry! Poor man. I doctor heem up right swell," and she did—George Gale, 2527 Buker St., Olympia, Wash. 98501.

Siberian Rail Problems

LOST CONTAINERS, and congestion in yards, non-competitive rates, a bad traffic balance, and lack of cooperation with other shippers are some of the problems that persist on American railroads. They also now are affecting the Trans-Siberian Railroad, which connects the Baltic ports and the European market with ports on the Sea of Japan and the flourishing Eastern markets.

After 10 years of hectic growth, the TSR suffered its first decline in container traffic last year. One problem is rates. When rates went up 12.5 percent many shippers switched to sea carriers.

Another problem is the Japanese-European balance of trade. The Siberian line hauled full containers westward to Europe but had to haul empties eastward to Japan. Furthermore, the Russians have had a hard time keeping track of containers, and congestion on the 73-year-old line has not helped. Shippers constantly complain of delayed deliveries.

Yet the Soviets see these problems as surmountable. They hope to coordinate rail and shipping lines to open a service to Australia which would haul 15,000 containers annually, seriously cutting into business by the Western container ships. Completion of the Baikal-Amur Railroad project, a 1,965-mile line which parallels the Trans-Siberian, will also help to ease the strain.

Australia Heard From

WANT TO BUY a renovated tunnel that was built in 1891 as part of the Bellerive-Dorel Ry. near Mornington, Tasmania, Australia? You can get it for only $50,000. The railway was closed in 1926 after running at a loss for 34 years. The tunnel's owner, Mr. Janos Pasztor, put it up for auction, but the bids were so low that he didn't sell.

Speaking of tunnels, more than 100 men working on a railway tunnel near Lithgow, N.S.W., Australia, have been given a pay rise to a basic rate of $220 a week, which makes them the best-paid laborers in Autralia. They also get a $3.55 a day traveling allowance. However, the disabilities they suffer are reported to be extreme. The project is known as the Zig Zag Tunnel, on the Sydney rail link. Two tracks run through 10 successive tunnels. The job involves installing a new concrete slab track much lower than the existing one.

Elsewhere in Australia is the project to operate driverless trains—each of which, however, will have one or two men in the driver's cabin, just in case. So says Bernie Willingdale, state secretary of the Australian Federated Union of Locomotive Enginemen. The train will be operated by a computer system.

"The idea is not new," he says. "Automated trains are already in service in overseas countries, but they all carry one or two men in the driver's cabin."

Mr. Willingale said also that new tilt-body train now being manufactured in England would increase train speeds by 50 percent on existing tracks if put into service in Australia.—A. Mann, P.O. Box 3, Drummoyne, 2047, N.S.W., Australia.

ANSWERING your request for information regarding Janet Oakden's application to become a locomotive engineer: I am a locomotive engineer in Sydney and attended several union meetings at which this subject was brought up. There was strong opposition to her joining our ranks, for several reasons. There was a suspicion that a high-ranking union official was behind the move, but this was never proved. The Public Transport Commission said they would allow Janet to commence in our grade providing she had union acceptance and passed the necessary medical examinations. But the eyesight tests showed she was wearing contact lenses, and she was rejected for that reason.—Gary William Cummins, 11/31 Boronia Rd., Greenacre 2190, N.S.W., Australia.

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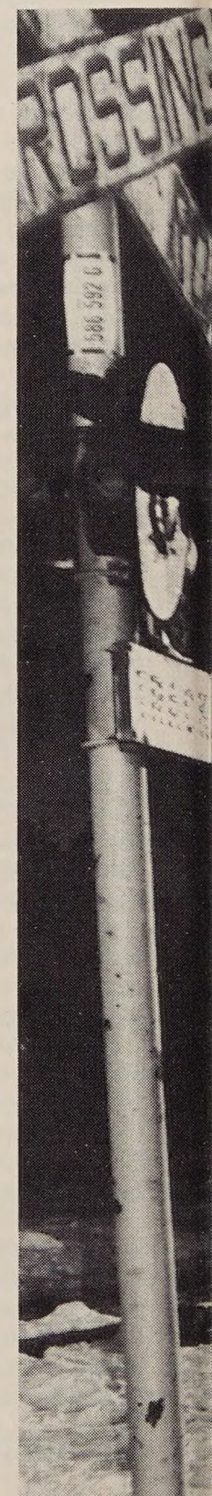
Above left, Linda Moses of Indian Rocks Beach, Fla., is waiting at South Clearwater this past May 7 to tape an Amtrak passing train for a "Sounds of Safety" program at college. Linda's open-toed shoes are hardly suitable for the terrain.

Lower Right: Because of the 14-degree temperature and drifting snow last February 10, train 350 with two Budd cars, M413 and M402, leaves Cape May for Lindenwold, N.J., behind GP-38 No. 7669.



Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

PASSENGER TRAIN SURVEY

NOW THAT the ICC has completed its long series of public hearings on the Southern Railway's proposal to discontinue the *Southern Crescent,* the hearing having begun at Washington, D.C., on May 12th and ended in New Orleans on June 14th, we are waiting for the final verdict, which isn't likely to be good. Southern's unwillingness to assume any future losses on the operation of this famous train was followed by Amtrak's refusal, due to inadequate financing, to take it over. The ICC is its last hope.

THE LEASE OF UP TO 40 electrically-powered, self-propelled rail passenger cars—popularly known as "Jersey Arrows"—has been approved by Amtrak's board of directors. The lease still must be approved by the New Jersey Department of Transportation and the Urban Mass Transit Administration. It would make this equipment available to Amtrak until 1980.

The cars will operate in pairs on the New York-Philadelphia and Philadelphia-Washington trains. In addition, Amtrak plans to sub-lease some of them to the Maryland Department of Transportation for commuter runs between Baltimore and Washington.

The Arrows will free 16 Amfleet cars for use on the New York-Detroit train *Niagara Rainbow,* replacing 24 conventional cars. Another 14 Amfleet cars will be available for New York-Harrisburg and New York-Washington trains.

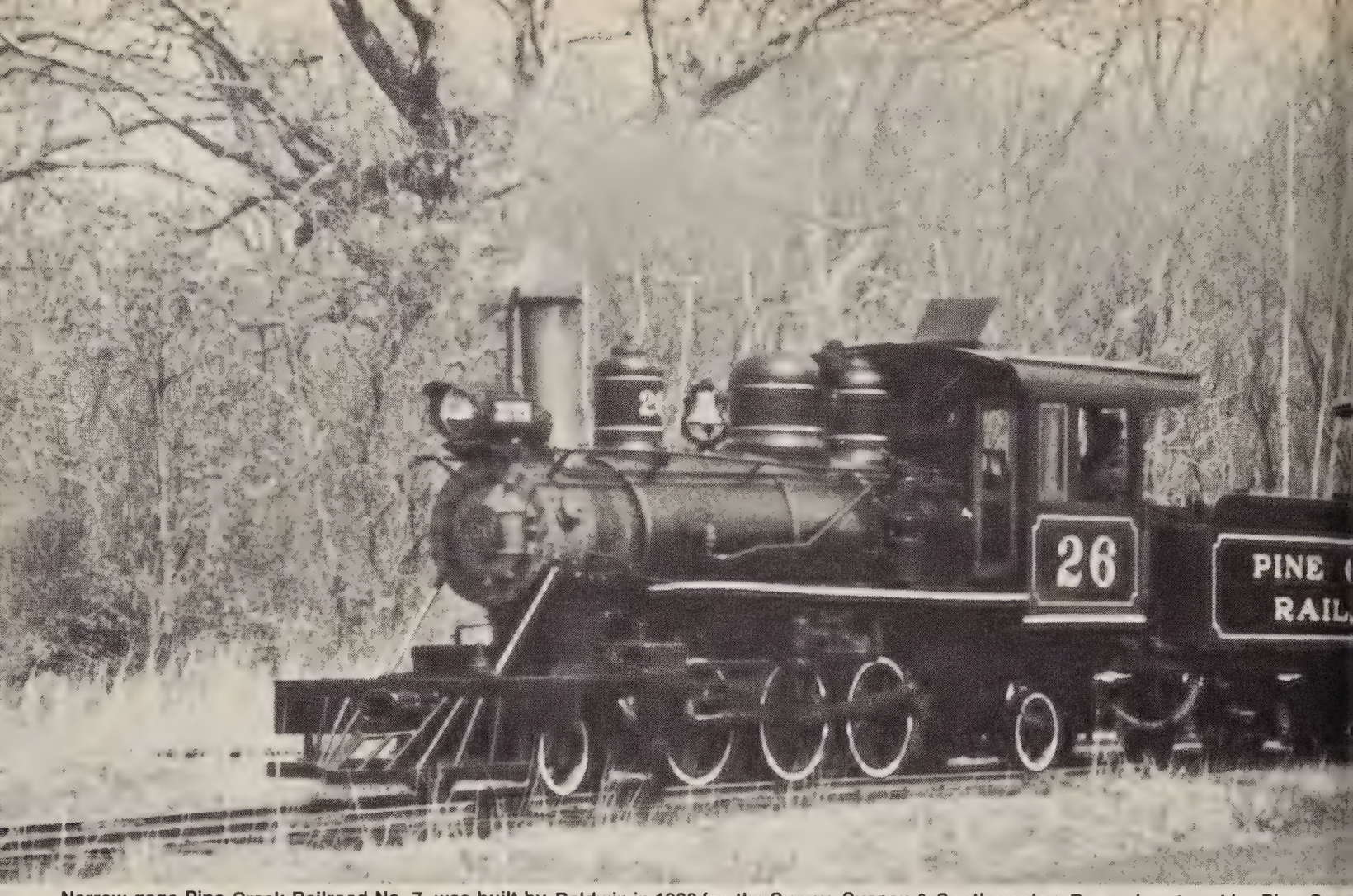
WITH THE SWITCH to daylight time on April 30th, Amtrak changed passenger-train schedules on more than a dozen routes to reflect improved operating practices and changes in speeds where trackwork has been completed or where major track improvements are now underway.

In the heavily traveled Northeast Corridor, an 8-hour Boston-Washington schedule is offered by setting up a convenient cross-platform connection in New York City between two Metroliners and two Boston Amfleet trains daily (one in each direction). Up to 20 minutes were added to certain Metroliner schedules to allow for delays resulting from track improvement projects.

Travel time savings of 20 minutes or more were made on five long-distance routes: the *Inter-American* (2 hours and 35 minutes faster Laredo to St. Louis); *National Limited* (45 minutes westbound); *Sunset Limited* (30 minutes westbound); *Lake Shore Limited's* Boston-Chicago section (20 minutes each way), and *Panama Limited* (20 minutes each direction).

The only major shift in long-distance

H. Gerald MacDonald, 124 East Wisteria Rd., Wildwood Crest, N.J.



Narrow-gage Pine Creek Railroad No. 7, was built by Baldwin in 1920 for the Surrey, Sussex & Southampton Ry. and restored by Pine Cree

schedules occurred on the *Empire Builder* and *North Coast Hiawatha,* two Chicago-Seattle trains, to allow daytime operation between Chicago, Milwaukee, and St. Paul/Minneapolis and through scenic areas such as Glacier National Park. These new schedules will also re-establish connections in Seattle with the *Coast Starlight*.

ALAN S. BOYD, age 55, a lawyer by profession, succeeded Paul H. Reistrup as president of Amtrak on June first. Reistrup had become disenchanted with the job and refused to be a candidate for reappointment. Boyd served as an airplane pilot in U.S. military service during two wars and, among other jobs, was chairman of a civilian committee for the development of aviation in Florida. He was later U.S. Secretary of Transportation for two years and president of Illinois Central Gulf Railroad for seven years. Prior to his Amtrak post, Boyd's last appearance in Washington was as a special ambassador heading the Carter Administration's team negotiating the trans-Atlantic airline treaty with Great Britain last year.

BRASS COLLARS of Amtrak have an idea, tested on trains running between New York and Florida, that they think could save them millions of dollars a year. A fuel tender, which is a locomotive without a motor and equipped with an extra fuel tank, would permit long-distance trains to travel thousands of miles without refueling.

It was devised after the Environmental Protection Agency ordered Amtrak to rebuild its 70 fueling stations across the country to comply with environmental regulations.

The Story of Domeliners

RAILFANS have been wondering whether or not this summer will see the last traditional domeliners run on most long-distance Western passenger trains. The doubt arose because construction finally has been resumed on Amtrak's new bi-level Superliner fleet at the Hammond, Inc., plant of Pullman Standard, which had been shut down by a six-month strike.

Eventually, the 284 cars of this fleet will replace all conventional equipment now being used on such domeliner-equipped trains as the *Empire Builder* and *North Coast Hiawatha,* which link Seattle and Chicago, and the Seattle-Los Angeles *Coast Starlight,* the Los Angeles-Chicago *Southwest Limited,* the Los Angeles-New Orleans *Sunset Limited,* and the *San Francisco Zephyr,* which also serves Denver and Chicago.

The first Superliners may go into operation late this year or early in 1979 on the two Seattle-Chicago trains—the *Empire Builder,* which serves Glacier National Park, and the *North Coast Hiawatha,* the rail gateway to Yellowstone National Park. The next train likely to be re-equipped with Superliners is the *San Francisco Zephyr,* which rolls through dramatic mountain scenery between Reno and Sacramento. Soon after that could be Amtrak's most popular long-distance train, the *Coast Starlight,* which, despite its name, makes a 113-mile daylight run.

For the first time in years, all trains on the *San Francisco Zephyr* and the *Coast Starlight* routes are operating their entire distances this summer with domeliners. Because of tunnels, snowsheds, and other factors, only a limited number of special lower-level domes which Southern Pacific had built for the two routes were used in the past. In preparation for the Superliners, however, Amtrak financed work on both routes to permit better clearances. So any of the 80 domeliners in its fleet can be used this summer on these and other long-distance Western runs.

The only Eastern route where Amtrak normally uses domeliners is the *Floridian,* linking Chicago and Florida. Tunnels, some of them built a century or more ago, severely limit car heights in such big cities as New York, Philadelphia, Baltimore, and Washington. Overhead electric power lines also add cause difficulties. Although the old Bal-

lunteers in 1973-75. The coach, vintage of 1902, ran on the Newfoundland Ry. in Canada for 65. Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106

timore & Ohio's *Capitol Limited* used a domeliner (a searchlight atop it, sweeping the countryside), passengers were not allowed in the dome until the train was well outside the capital's Union Station and the area of overhead electric wires.

Nearly all American long-distance trains west of the Mississippi boasted some sort of domeliner in their hey-day. The former ownership of Amtrak's fleet of 80 reflects this. Each railway's equipment was at least slightly different, as were the names. Various cars were called Astra-Domes, Vista-Domes, Super-Domes, and Pleasure-Domes. The Missouri Pacific even had a Planetarium-Dome.

Which was the very first domeliner? Patrick C. Dorin's book, *The Domeliners: A Pictorial History of the Penthouse Trains,* ascribed that to one of the earliest trains, like the *DeWitt Clinton,* built in 1831, in which the cars basically were stagecoaches on flanged wheels. Like horse-drawn stagecoaches, they had unprotected seats "up top."

In a sense, you could call the freight-train caboose a sort of dome car. And the very first dome car operated in the North American West—by Canadian Pacific, from 1902 to 1908—did resemble a double caboose. It had two glassed-in cupolas built atop a rear-end observation car. CP built and operated eight of them in the West.

The modern dome car actually resulted from General Motors engineers designing a diesel-powered "Train of Tomorrow," later to be built in 1947 by Pullman Standard for promotional tours and display at the Chicago Railway Fair. Containing four dome cars—a chair car, diner, sleeper, and observation-lounge—the set was sold in 1950 to Union Pacific.

The Burlington actually built and began operating the first Vista-Dome in 1945, after being impressed by General Motors' scale models. It and a second car from the CB&Q's own shops proved so popular that 40 more were ordered from the Budd Company. Within the next 10 years, according to Dorin, almost every major railway in the North American West had dome cars.

Down by the Depot

WASHINGTON's Union Station was opened as an incomplete National Visitors Center in 1976. Still incomplete and used by only a handful of tourists, the building may revert to its original employment as a railroad station. So says *The New York Times*. The job was originally budgeted at $16 million, $5 million for the center and $11 million for a 4,000-car parking garage. The garage was reduced in the plans to 2,000 cars, then to a 1,200-car facility.

Some $50 million has been spent to date. The tab may go to $100 million before the American taxpayer is through paying. A replacement railroad station remains half built. To reach the trains, passengers must negotiate a quarter-mile of Visitors Center and a plywood-paneled breezeway.

Some of the construction put up for the Visitors Center must be torn out to remake the station into a station. Part of the $100 million will be spent for that. Such is the sorry state of Washington's Union Station—National Visitors Center. And no one regrets it as much as the taxpayer. We are faced with another stupendous bill for Government ineptitude.

I'M WRITING this letter concerning the Central Terminal at Buffalo, N.Y., and the condition in which it's kept. A friend of mine and I recently took a train to New York City. That was the first time I had ever seen the station, and I was disgusted. The place was incredibly neglected and dirty. Yet the station architecture is extraordinary. It is a piece of art, and should be treated like one.

I tried to imagine it full of people hurrying to various trains, all ticket windows having lines in front of them rather than being nailed up with boards and graffiti. Surely, something that can be done to help this great edifice.—William J. McDonald.

Interesting Railfan Number 188

CORNELIUS W. HAUCK

BY FREEMAN HUBBARD

COMMODORE VANDERBILT'S nickname was "Cornele" (for Cornelius), but Hauck's is "Corny." As Bob Richardson's partner in founding, working for, financing, and still helping to carry on the far-famed Colorado Railroad Museum, he richly earned the accolade of *Interesting Railfan,* a title that Bob himself has been wearing with distinction for some years.'

Born in Cincinnati, Ohio, on May 2, 1925, of Norse and Bavarian ancestry, the only child except for a sister Martha, Cornelius Wesche Hauck lived near the top of a long grade on the Pennsy's former Cincinnati, Lebanon & Northern line, where strong east winds blew the smoke from laboring H-9's, or whatever power was used on the hill then, right into his back yard and at the same time blew a love of railroading into his soul.

Like most of us, Corny went through the usual stages of a Bing wind-up toy locomotive—made of iron, not plastic—and a Lionel tinplate layout in the basement of his home. He didn't regard himself as a railfan then. But one magical August morning in 1937, at a general store in a rural area near Daytona, Fla., he picked up his first copy of *Railroad Magazine,* then called *Railroad Stories.* He remembers the issue very well.

"That did it," he tells us. "The sudden discovery of a whole new world of railroading really 'hooked' me."

The transition from neophyte to seasoned hobbyist took time. The first casualty was his Lionel outfit. Kid stuff! Away with it! For a while he took a fling at building 00 gage scale models. He shot his earliest rail photos at Charleston, S.C., with a borrowed box Brownie. They showed a Southern 2-8-8-2, a Southern Santa Fe type split by a telegraph pole, and a blurred Ten-wheeler. If they aren't lost by now, they should be. The boy's doting parents encouraged his interest in photography by giving him an Argus A-3 35mm camera as a birthday gift.

Whitewater Valley No. 6 (ex-East Broad Top No. 6), an 0-6-0 switcher built by Baldwin.

FOR THE NEXT, eventful decade, school, college, and the Army cut into his embryonic rail-photo career. But while Corny was vacationing in the big woods country of northern Michigan he haunted the old Cheboygan depot, terminus of the Detroit & Mackinac, a real picture-book shortline of the steam era, and pestered the long-suffering station agent for railroad information. The hogger on the tri-weekly freight run gave the boy cab rides in his engine, No. 141, a big Alco Ten-wheeler. And each morning a passenger train came up from Alpena, returning in the afternoon, with a Brill gas-electric. The Brill was husky enough to pull several freight cars, which took care of "fast freight" on days the steam engine didn't run. Some rare occasions when the Brill turned up ailing, a quaint little Baldwin Ten-wheeler of 1899-1900 vintage would roll up from Alpena; and at least once, an 1886 Baldwin Mogul was seen on a work train at Cheboygan.

"The D&M nurtured my yen for shortline railroading," Cornelius recalls, "and for years my occasional railfan ventures were confined to shortlines such as the Boyne City, the Corydon, and the Dardanelle & Russellville. Lucius Beebe captured the spirit of such nostalgic operations in his classic *Mixed Train Daily*—a book I'd still keep if I had to reduce my railroad library to half a dozen volumes."

Hauck's military service involved him in railroad work. Drafted into the infantry, he was sent to Camp Joseph T. Robinson at Little Rock, Arkansas. Upon arrival he weighed only 112 pounds, despite his height of 6 feet 1½ inches; and after a few weeks of strenuous training he dropped to 105, thus falling below the infantry's weight requirement. (Today he weighs about 165.) So he was moved over to the headquarters company.

There he met a non-com railfan in the troop movement section, possibly the only man in that unit with a good working knowledge of railroading and train schedules. This fellow was about to be transferred, which distressed his captain until Corny showed up as a substi-

Photograph by Cornelius W. Hauck

With a sylvan setting serving as background "Corny," a director in The Railway & Locomotive Historical Society, poses with (L-R) son John, daughter Amy, wife Janet, and son Thomas.

tute for that job. So our future *Interesting Railfan* was shifted to troop movements and spent the rest of his enforced military career on the scheduling of replacement troops shipped out of Robinson every week.

Many guys going home on furlough before being sent overseas were routed through St. Louis or Kansas City. The Missouri Pacific had direct mainlines to both places, but Corny found the Rock Island so much more cooperative in getting good equipment, scheduling, etc., that he used it extensively.

DISCHARGED from the Army, he headed for Colorado and his first, long-anticipated visit to the Denver & Rio Grande Western 3-foot gage. The *Railroad Magazine* stories, particularly those by Gilbert A. Lathrop, had done their work. Corny was a narrow-gage fan before he ever saw such a line. He wanted to explore the Gunnison country where Lathrop had lived and worked in engine service and had won fame as a fiction writer.

To his dismay, he found that the slim-gage passenger run in that area had long since quit. So he rode the *Scenic Limited* to Salida and a Rio Grande Motorways bus beyond that town. The next day, when he told the bus driver at Montrose that he planned to go from Ridgway aboard the Rio Grande Southern's *Galloping Goose,* the driver was dubious, no doubt wondering why this gangling Eastern kid with a camera wanted to travel in such a contraption. So instead of simply dropping off his passenger at Ridgway, the driver parked the bus and followed him into the railway depot. There, the RGS agent glared when Corny announced a desire to ride the *Goose* to Dolores.

"Can't do it," he argued. "A blizzard could hit Lizard Head Pass. That kind of trip is no good when you could ride the highway bus as far as Durango. This company doesn't like to have to rescue a greenhorn kid from a *Goose* snowbound on Lizard Head."

But Corny persisted. The driver warned, "you'll starve to death if you get stuck up there."

That gave the youth an idea. "If I go across the square and buy some food at the store to take with me, will you sell me a ticket on the *Goose*?"

The agent finally did. Thereupon the bus driver left on his own route, while Corny resumed his journey to Durango, with a well-provisioned safari to Dolores. And it didn't snow at all! That started his series of visits to Colorado in 1946-50.

Meanwhile, young Hauck became disgusted by his efforts with the Argus 35mm. After a semi-professional photographer had wised him up to the rudiments of picture-taking, he bought a new Kodak Monitor camera and a Weston light meter. The Kodak did fine for two years or so. Then its frame got loose and caused focusing problems. By then, however, Corny had acquired a used Graflex Series D, which was even better. The Graflex served him until steam began to disappear. Then he picked up the Rollei he's been using ever since.

Learning that the Rocky Mountain Club, headquartered in Denver, often ran fan excursions over the narrow-gage, Corny joined it and made some of its trips. Perhaps the most memorable one was the last eastbound run up over Marshall Pass in 1949. Engine failure in the Black Canyon of the Gunnison made the train hours late, so the Rio Grande added a second 490 class engine at Sargents.

Those two hogs whipped the coaches up the 4 percent grade of the pass in record time and with a spectacular show. Corny recalls seeing and hearing them by pale moonlight from the vantage point of the observation gon as they blasted around curves, their exhaust echoing off the mountain sides, while repeated flames from the fireboxes lit up cabs and trackside as the firemen kept throwing in fresh scoops of coal.

On another trip he met Robert W. Richardson, in association with whom he was destined to make railfan history. Bob had just moved out West from Ohio to manage a new service, the Narrow Gauge Motel at South Alamosa, which he gradually developed into a Mecca for railroad buffs. Corny watched him campaign to "Save the narrow gage," which soon became a drive to salvage equipment from the scrapper's blow-torch.

Bob set up a caboose at the motel, then he acquired a locomotive—the former D&RGW 346—and the bulk of the Rio Grande Southern's remaining archives. The growing collection became impressive. In 1952 the D&RGW's Ouray branch was abandoned, and a couple more Rio Grande engines

Photograph by Amy Hauck

Photograph by Corneilius W. Hauck

Above:
East Broad Top No. 12, when excursion service was first begun in Aug. '60.

D&RGW 499 — 488 storming eastbound at Coxo, hauling Rocky Mountain Railroad Club in May, 1961.

were threatened with the torch, including 2-8-0 No. 318, ex-Florence & Cripple Creek. Corny asked Bob what plans he had for "saving" the 318.

"None," Bob said glumly." We have no money. If you think it's such a good idea, why don't *you* try to save her?"

The longer Corny pondered about that, the more reasonable it seemed. So early in 1953 he financed the purchase of the 318, adding her to the South Alamosa collection. But by 1957 the motel owners began to lose interest in this collection, even though it was drawing customers to the area, and threatened to disperse it.

UNFORTUNATELY, Bob's ownership interest had not been clearly set forth in a contract, besides which he lacked the funds needed to do anything about it.

The prospect of the collection's being sold off alarmed Corny, particularly as the fine old 318 was one of the first items ticketed to go. To thwart the dire plans, he brought in a "high-powered" Denver attorney to salvage Bob's rights. Then he joined his friend in a partnership to move the railroadiana to a new and hopefully more secure location.

At first, the two fellows toyed with the idea of setting up or buying another motel in a different mountain town to duplicate the arrangement in South Alamosa. Not much time was available. They studied sites in such diverse areas as Leadville (too high), Gunnison (too unattractive), Montrose (too far away), and Poncha-Buena Vista (too small). Then a group of Rocky Mountain Railroad Club members suggested the vicinity of Denver.

Bob had been taking care of the club's ex-Rio Grande Southern engine No. 20 and cars. The group wanted them moved nearer to RMRC headquarters, pointing out the Denver vicinity's advantages—fans living there could help, year-round attendance would be better, etc. They convinced the two partners. But there were also disadvantages. Everything in the big city, including land, cost more—and quite a bit of land was needed.

The amount of money that Corny could scrape up for this project was limited. Besides, there was little chance of borrowing any significant sum for so impractical a scheme as a railroad museum. Yet they eventually found a near-Denver location that "might do"—the 12-acre remnant of an old farm on the east edge of the suburban town of Golden and there, at the foot of Table Mountain the Colorado Railroad Museum was set up in 1958. The street address is 17155 W. 44th Avenue.

THE ENGINES in South Alamosa were moved by lowboy to railroad flatcars and shipped by rail to the new location, where the process was reversed. The cars were moved on flatbed trucks. The Museum building was designed so that its front looks like a station waiting room, with a ticket window and sales counter for railroad books and souvenirs, some of them produced by the Museum itself. Many items are sold by mail. A large room in the rear is filled with display frames of old papers, records, photos, and other memorabilia telling the story of Colorado railroading.

"There's little risk of our running out of things to display," Corny says. "We have tons of material stored away for future use."

In the Museum's early years he often went out there to assist Bob in its affairs. But after the Colorado Railroad Historical Foundation Inc., with its board of trustees from among the Denver members (world-wide membership exceeding 800), had assumed responsibility for guiding the Museum, the visits of Cornelius Hauck became less frequent and less important. Although he is still an active trustee, he now travels to Golden only about twice a year.

He tells us: "I still keep in touch with Bob Richardson by phone (you should see our phone bills!). I'm involved in magazine publishing such as our *Colorado Rail Annual*. When we founded the Museum, Bob started putting out a newsletter, *Iron Horse News,* to succeed the widely recognized *Narrow Gauge News* he had issued in South Alamosa. We decided also on something more elaborate. As I was then in advertising agency work in Cincinnati and had some background in writing, graphic arts, and printing, I did this in my home city.

"Our first efforts were modest paperbacks: the initial *Colorado Rail Annuals,* a statistical and photographic D&RGW steam roster, and a short history of *Arizona Railroads,* written by David Myrick. Then these efforts were expanded. Initially, I was the author as well as the entire production staff, but we began to attract others with writing ability. Gordon Chappell, for one, helped us greatly with works published by the Museum."

THE SALE of titles put out by the Museum, as well as the retailing of other publishers' books, is one of the sources of revenues that have made the Museum self-supporting. Membership dues and admission charges also help a lot. Some remaining debt incurred in buying land and buildings is still being paid off, but before long the Museum should be entirely debt-free.

William C. Jones, president of the Colorado Railroad Historical Foundation, Inc., a non-profit group, is proud of Corny's major role in preserving Colorado's historic railroad equipment and disseminating its history to the public, adding: "Cornelius Hauck is, indeed, a gentleman. Tending to be a bit quiet, he has, however, a real sense of humor and appears to be at ease with almost anyone, whether discussing locomotive history or a current topic of interest. I enjoy especially his new ideas and plans for handling subjects and problems."

Bob has this to say about his partner: "While Corny has ridden many steam specials in Colorado, including the rigorous three-day outing from Alamosa in the late 1940s and '50s, I have never noted him dressing for the occasion in the casual, even flamboyant, styles of most passengers on such affairs, mindful of soot and cinders. Instead, he generally appeared as though he were enroute to a stockholder or agency meeting. No engineer's cap or railroad-emblem cloth patches for him. Furthermore, his lack of interest in trolley cars is total. Steam is his speciality and he can quickly spot a Rogers from a Cook or a Baldwin in photos."

Another of our *Interesting Railfans,* John H. White, Jr., curator of the Division of Transportation at Smithsonian Institution, himself an author familiar with railroad history, tells us:

"Cornelius Hauck is a first-rate historian and I have great admiration for his knowledge. This was proven to me in a startling fashion in recent years.

"A new book on Cincinnati railroads greatly impressed me. I mentioned it to Hauck and he said he didn't think it was accurate. I asked him to be more specific, and in a few weeks he sent me a list noting numerous errors that I had overlooked. I must say I was astonished because I thought I knew something about the subject, being a native Cincinnatian. But obviously he has studied the subject with greater care than have I, and was able to demonstrate it. His published papers show an equal expertise on the railroads of Colorado, making him altogether one of the front-ranking rail enthusiasts in the country."

CORNELIUS HAUCK had just graduated from Williams College in Massachusetts and was back home in Cincinnati socializing when Destiny sent him out one evening with a bunch of fun-loving college boys and Kappa Kappa Gamma girls, all pretty, and among them was Janet Hengstenberg. Our hero's fancy was caught by Janet's winsome round face and big blue eyes ringed with curly taffy-colored hair, not to mention her well-set-up feminine figure. This led to a romantic courtship—in an antique (1926 model) open Packard touring car, another of his wacky hobby interests—and then an engagement and finally on June 24, 1950, just after Janet graduated from the University of Cincinnati, a church wedding, plus enough rice to have fed some of the starving millions in India. From the very first, it has been a successful marriage. As someone said, "the dew is still on the roses."

We asked Janet to comment informally on her husband. Instead of being informal, she sent us a catalog of gentlemanly virtues that just about add up to perfection. Surely, Janet, he can't be *quite* that good. If he were, we'd find him boring. She wrote also that they built their home in early farmhouse style 16 years ago and have just recently added a greenhouse—"my special area of interest . . . to have pretty flowers all year 'round."

In 1950, having been employed by an advertising agency for about two years, Corny used matrimony as an excuse to take a year off for post-graduate work, to get in some advertising and marketing courses with the remainder of his GI bill eligibility.

"We elected to go to Tucson," he says, "where I attended the University of Arizona. The trip offered me a chance to show my bride some of Colorado's wonders, with emphasis on railroading, naturally. As a result, Janet had the rare distinction of riding the *Galloping Goose* over Ophir and Lizard Head and the D&RGW's Silverton train when it was still a "mixed" with wooden cars. Furthermore, she has ridden the famed *San Juan Express* in parlor car seat No. 1, which some railfans regard as the Ultimate Experience."

About a dozen years later, they repeated part of the circuit to indoctrinate their three youngsters into the charms of Colorado, but unfortunately the only train ride left then was the Silverton run. The offspring are John, nearing 27; Amy, 25; and Tom, 23. The older two are university students. Tom plays guitar in a new rock band in Boston and is also an artist; he did the jacket painting for *Colorado Rail Annual No. 13,* on the Florence & Cripple Creek.

John is a marginal railfan, has ridden excursions and other trains as far away as Peru and Bolivia, and did some on-site historic reserarch for his father on long-forgotten narrow-gages such as the Great Falls & Canada and the Klondike Mines. A high school term paper on the Cincinnati, Lebanon & Northern (later part of the Pennsylvania) eventually became a decade-long project. The original paper is turning into a thick book which, hopefully, may be completed this summer.

THE HAUCKS live at 8400 Summerhouse Road, Cincinnati, Ohio 45243. They have about eight acres and around them more woods and fields. The family includes two field dogs; Happy, a male Golden Retriever, and Ginger, a female Springer Spaniel; also a 17-year-old calico cat.

With Corny, railfanning has to fight a lot of other interests for attention. Like Lucius Beebe, he developed a passion for antique automobiles. He owned some rare cars and was active in antique auto clubs, one of which he served as president.

"We went to many antique auto meets," he recalls, "and participated in several Glidden Tours (major events in that hobby), including the one in Colorado in 1964, which we covered in a 1917 Stutz. But after launching the Colorado Railroad Museum, I soft-pedaled such activities on the ground that there are just so many costly, time-consuming hobbies you can support."

Among his other interests are jazz music and local history preservation. He and Janet are particuarly active in The Miami Purchase Association for Historic Preservation and Master Plan Committee for restoration village being built in a county park, Sharon Woods. One of the first structures saved and moved to Sharon Woods Village is the former Baltimore & Ohio depot at Winton Place, built in 1872 by the Marietta & Cincinnati Railroad. As the area is designed to represent a rural Ohio community of 1880, the depot was restored to its original state. For the past decade, Corny has been in the investment business, being a general partner in the old firm of Bartlett & Co.

Bruce I. Petrie, a Cincinnati attorney, informs us: "Corny is a positive thinker, has firm ideas, and is well able to articulate his reasons. His healthy skepticism and German stubbornness (which he is working to soften) are not easily persuaded to other points of view. He is extremely self-reliant, makes up his own mind. He is friendly, yet quite reserved. He has such tenacity in pursuit of subjects which interests him that I don't think he really cares how an onlooker might regard the important (or lack of importance) of these pursuits."

Corny himself tell us: "All of my hobbies and interests probably point to one of my chief 'bad habits'—getting spread too thin. Too many fascinating things need looking into, too many projects that consume time, and too little time to get everything done. My office is awash with reading matter, and we have more magazines at home than the local branch library. Books, too—a multitude of railroad titles, also other subjects. But I rarely read novels or watch television. The only TV program I follow often is 'Wall Street Week.' "

Photograph by Cornelius W. Hauck

Ginger and Happy give encouragement to snow-shoveling son, John.

Lower:
Denver & Rio Grande Western Consolidation No. 318, the little locomotive that gave Corny so much trouble, shown at Colorado Railroad Museum.

Photograph by Cornelius W. Hauck

PHOTOGRAPHS OF THE MONTH

East end of Linndale, Ohio, yards at night years ago. Just left of the interlocking tower can be seen the glowing Terminal Tower, almost six miles away.

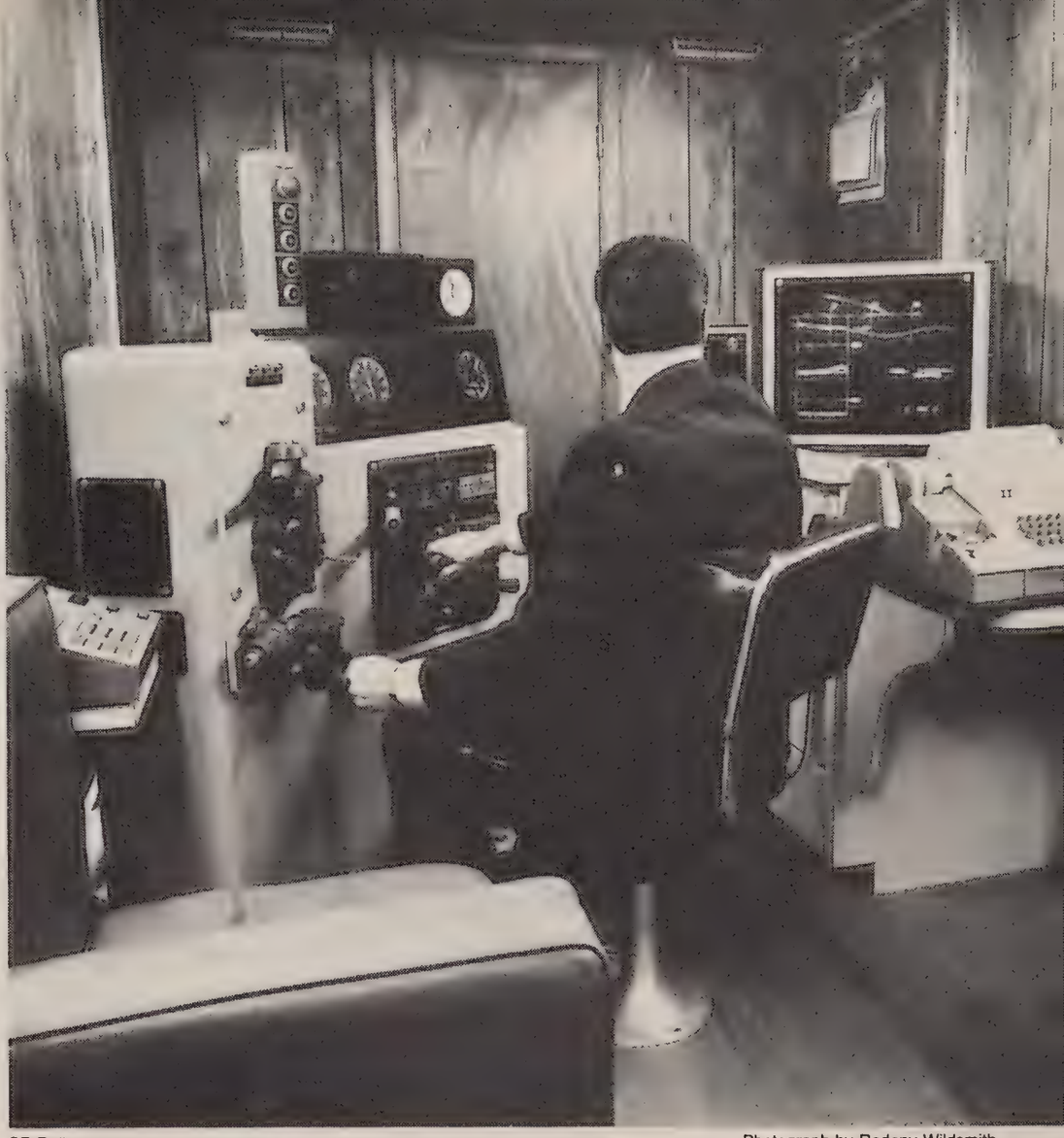
Richard J. Cook, Associate Editor, *The Locomotive Engineer*

NIA STATION

Right:
Canada's First. CP Rail has become the first Canadian railway to use a mobile train analyzer/simulator for teaching train-handling techniques to enginemen. The unit, which travels by road, is capable of visiting all areas on the dominion-wide Canadian Pacific system.

Opposite:
It was 9 above zero on February 9 and the snow was deep as East Broad Top Mike No. 14 (Baldwin, 1912) blasts out of Orbisonia, Pa., depot during this year's annual Winter Spectacular.

Lower:
Reported as being the world's only operating Atlantic, ex-Great Northern Ry. of England No. 900, returned to service in 1977 on Worth Valley Ry., as seen at Keighley depot, after 40 years in York Railway Museum.

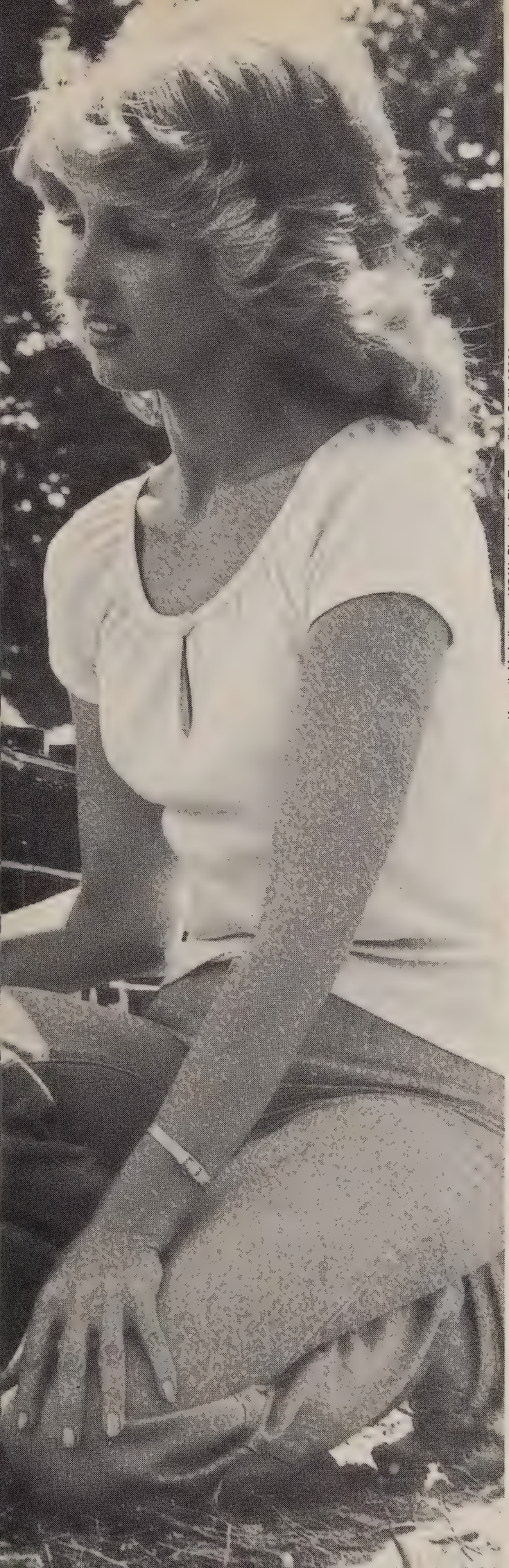


CP Rail

Photograph by Rodeny Wildsmith

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515



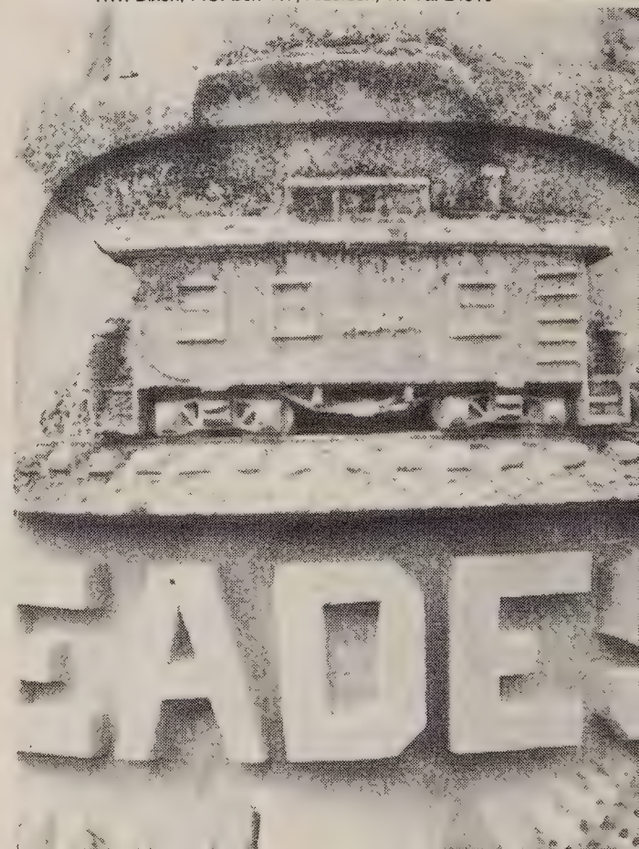
Kenneth M. Ardinger, 437 W. Blueridge Pl., Escondido, Calif. 92026

T.W. Dixon, P.O. Box 417, Alderson, W. Va. 24910

Above right:
Atlantic Coast Line 514 E6A leads *Southwind* through Hialeah, Fla., along SAL tracks on May 25, 1963. The SAL 1959 GP-9, Homestead local, waits on siding

Opposite:
Renda Mengle of Ft. Lauderdale was impressed with Bill Koster's 1½″ scale GP-40 in April at Ridge Model Railroad Club in Auburndale, Fla.

Lower right:
Tombstone of Ernest Eades (1875-1901), Chesapeake & Ohio conductor at Talcott, W. Va., shows a C&O hack. Who can supply details?



Jim Herron, 2016 N. Village Ave., Tampa, Fla. 33612

Left:

The gal at the left is Mary Toothman, a *Lakeland Ledger* reporter. Her companion is Carmen Morejon. The engine is ex-Reader Railroad 2-6-2 No. 11 at Lakeland, Fla., en route to Tampa. Mary is doing a newspaper story on the visit of a steam loco to her home city while Carmen is giving her moral support or something like that.

Opposite:

The weather was cool, but interest was high last Oct. 1 as Rocky Mt. railfan favorite UP's 8444 paused for water at Greeley Jct., Colo. Intermountain-NRHS plans similar trip Oct. 7.

Lower far left:

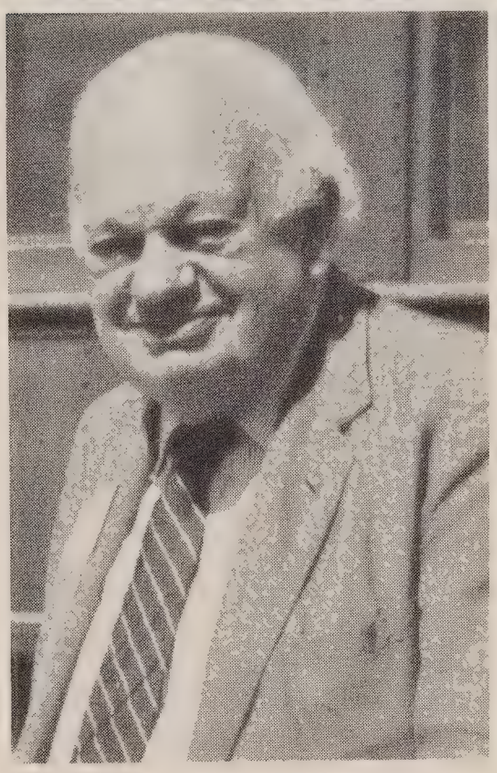
Crewman lines up switch for Cornwall, Ont., street railway sweeper after storm in late 1940s.

From Canadian Rail magazine (CRHA archives, S.S. Worthen collection)

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove, Fla. 33133

8444
8444
UNION PACIFIC
8444

Seventy-Two Years of DINING CARS



by ROGERS E.M.WHITAKER

Author, journalist, and railfan who holds rail-travel record looks back over his many years of meals in trains.

MY FIRST ENCOUNTER with an American dining car came seventy-two years ago; my last such encounter, I hope, is still many years in the future. Except for its running gear and some carefully placed truss-rods, that first car was of good New Hampshire wood, harvested in the forests near Laconia, where the Laconia car shops, then in their prime, were turning out rolling stock for the Boston & Maine as fast as they could manage.

The car was cut into the morning express from North Station, in Boston, to Montreal, right ahead of a parlor car, in one of whose green plush swivel chairs I was duly ensconced by my parents with instructions to the porter that I was to be set down at Plymouth, New Hampshire, and deposited by him in the Pemigewasset House there, to be collected next day by a counselor of the summer camp I was to inhabit until school began, in the fall.

Baked apples in fresh whole cream were then on the B&M menus, and so were scrambled eggs (made out of eggs, not egg powder), and flapjacks and maple syrup (made from the juice of Vermont maple trees, and not out of kernels of corn). Everything I swallowed that morning, except for the syrup (and the pint glass bottle of Hood's milk), was prepared in that dining car, even the bread from which the eight slices of toast had been made.

That was—according to a hasty ruffling through the diaries I have kept for ever and ever—the first of eight thousand dining-car breakfasts, and one of the most memorable. Later on, there were tasty breakfasts aboard the *Empire State Express*—not a filet of frozen sole but a complete, fresh-as-a-daisy sole; there were breakfasts aboard the *Broadway Limited,* too, the pinnacle of which were the properly ripened strawberries, and breakfasts aboard the *Orange Blossom Special*—these involved outsize, luscious, pink grapefruit, each juicy segment carefully cut apart from the others in the kitchen before they came to the table, and blistering-hot turkey hash shot through with green peppers. And there were the small mountains of Puyallup Valley blueberries, grown wild, on the breakfast menus of many a Northern Pacific express, and on the Santa Fe the dead-ripe figs—figs that had not been chemically smelted to dry them out—whose interiors were in the palest of pinks and the gentlest but most remarkable flavor.

Hood's milk can still be found in and around Boston, but everything else—the menus and the cars and even the trains I travelled in my earlier days—is gone. So, too, are many companions with whom I shared the repasts that were then considered run-of-the-mill but would now be rated luxurious, if they could be found. Others are up 30,000 feet above me in their company planes. And that, I think, is why the American dining car is going the way of the American Indian, not to mention a whole American way of life. Only a few of us, it sometimes seems, have the time or the fondness for a good, old-fashioned, American breakfast or lunch or dinner, and the comforts that go with it. And only a lonely few, it likewise seems, have the wit and the skill, once they are set down in

Santa Fe Railway photograph

Sofa-type seats accommodating 12 patrons at six tables in one section of 44 seat car of Missouri Pacific's *Texas Eagle*.

a dining-car kitchen, to do more than unfreeze a package of something by putting it in a microwave oven and pushing Button A or Button B.

THE BEGINNING of the end made itself plain more than twenty years ago. One by one, dining cars dropped out of the consists of less important expresses, and villains whose names I have happily forgotten began to invade day coaches with machines that would, if coins were inserted in slots, deliver unpleasant imitations of sandwiches and soups and drinks—or else simply swallow down the coins and refuse to deliver anything at all. Nevertheless, even as the 1960s commenced, there were still enough of us traditionalist travellers to persuade the Pennsylvania Railroad that dining cars were not yet an obsolete nuisance; and it was in those years that I started off on a new manner of existence—commuting five, six, seven days a week, from Thirtieth Street Station in Philadelphia, to Pennsylvania Station in New York.

I and my companions, who were fairly numerous then, were sort of a club, and our mobile clubrooms were the equal in surroundings and nourishment and rapidity of the now-vanished "residential" trains that hauled the top crust of English commuters from their seaside resorts to London and Liverpool and Manchester. We commuters from Philadelphia travelled at the rear end of Train No. 202, the eight-o'clock-in-the-morning departure; and our club amounted to three parlor cars and a diner; ahead of us might have been as many as a dozen day coaches, but we never bothered with them. Many gallons of orange juice, hundreds of pounds of corned-beef hash, acres of poached eggs, square miles of toast, and gallons of strawberry jam were ardently destroyed by me in a matter of a dozen years.

Going home at night, we moved in battalions: the *Wall Streeters* were first in line, as early as the four o'clock buffet-parlor car; I was often much later, but even the *Mount Vernon* and the *Embassy,* the latter of which departed New York at eight o'clock, had their dining cars still in service, and their parlor cars, too. And the Pennsy's commissary, out in Sunnyside yards on Long Island, was still doing its best. The menus were changed for the dinner hour every six weeks or so, and there was the joyous evening when such a rarity as fresh asparagus baked with Parmesan cheese appeared. We traditionalists laid into this new and delightful surprise with gusto. But the arrival of the asparagus also foretold the ending of what we had thought would go on forever: the asparagus appeared for two six-weeks semesters, and then disappeared, never to be seen again. We at last made inquiry of one of the dining-car stewards with whom we had journeyed so long.

"Well," he said, "the new customers we're getting in didn't like that kind of stuff; they kept asking for mashed potatoes instead."

So the Sunnyside commissary stopped being inventive, and the new customers became more frequent. Then came the slow decline in business even on the busy "corridor" between New York and Philadelphia; then came "ladies' days," for women shoppers, and the dining cars filled with females who ordered a pot of coffee and two slices of toast, and occupied the dining car the entire round trip. Now, getting breakfast meant boarding the train not at the last minute but twenty minutes earlier, for anyone who wanted a table.

We could see what was coming next—the removal of the dining cars, the installation in the parlor cars of a galley at one end with a microwave oven, a refrigerator, and packets of frozen toy meals to be

Dining was and is always a pleasurable peak riding *Broadway Limited*.

served at one's table—no more roast-beef hash, no more poached eggs for breakfast, no more change-of-menu every six weeks in the evenings. It may be that we were really better off as we attempted to subsist on our distinctly smaller meals; it may be that the sedentary lives we led during our working days did not provide us with anywhere near enough exercise. But we did care about that; we wished to go on living the way we had.

Then came the worst of all news: train No. 202 would soon be running its course with but a single club car and not even any toy meals; the attendant would be happy, if he had time, to venture forward to the counter car and bring us back Danish pastry and canned orange juice. On that dreadful morning, a caucus was held during the run into New York. How many of us "regulars," as the train crew called us, would be willing to chip in and buy a parlor car from the Pennsy, hire our own attendants, and carry on—meals and all—as before? But though we picked up enough subscribers in that 95-minute run to Pennsylvania Station, we could not muster enough to go home at night on a specified train, so our little empire crumbled into dust. Farewell to train 202, its dining car, its parlor cars, its 95 minutes for 90.4 miles (the world's finest commuter train, surely)!

I paid my share during those dozen years—$300 a month—and I was staggered at the thought that the Pennsy no longer needed customers the likes of us.

THE NOTION of tray meals—that is meals served at your seat in a club car instead of a dining car—is hardly a novelty. We were doing it in this country many years ago, on secondary expresses whose patronage did not warrant the addition of such a car to their consist. Pullman Company called the equipment it provided for such trains "broiler buffet parlor cars." They were in service on the "corridor" between New York and Philadelphia, on the less important expresses that called at Newark and Elizabeth and New Brunswick and Princeton Junction and Trenton and North Philadelphia on their way. These ran every hour, supplementing the faster express trains to Philadelphia, Washington, and the West, all of which carried dining cars.

The man who presided over the broiler-buffet operations not only looked after passengers and the luggage but doubled as chef and waiter. A minute kitchen at one end of his car sat next to a larder. Rarely did he prepare and serve more than a few meals, and the menu was as minute as the kitchen—mostly, as I recall after all these years, French lamb chops, green peas, and French-fried potatoes, along with cheeses and desserts. At any rate, what we dined on was cooked to order.

Then there was the leisurely morning train out of Grand Central for the Berkshires, with its buffet-broiler parlor on the rear end. There was the morning train out of the Jersey Central's old Scranton Station (that edifice still stands, mourning the long-ago loss of its broiler-parlor car) to Reading Terminal, in Philadelphia. And there was the *Governor,* out of Thirtieth Street Station in Philadelphia to Harrisburg, the state capital, with another broiler-buffet, every workday morning.

And in the evening, from the same station, departed the *Susquehannock,* with yet another broiler-buffet, for Harrisburg and all the way up the Buffalo line to Williamsport. And there was the parlor-diner on the *Senator,* from Oakland Pier, on the Southern Pacific, to Sacramento, another

state capital, every workday. All these trains, and others like them, gave me cooked-to-order nourishment over the Golden Years of travel by train in the United States. Where are these cars today? Gone, I'm afraid, to the scrap heap, or an occasional work train.

One relic, I know, does survive; you will find it stabled at Ringoes, New Jersey, a hamlet on the main line of the Black River & Western, a tourist carrier that can still offer steam-locomotive propulsion to its customers. That car, the *Enterprise,* was my breakfast car and often my dinner car for years on end in the halcyon days when Paoli, Lancaster, and Harrisburg, Pa., were all regular ports of call for me. On one not-so-long-ago excursion, partly by steam, over the BR&W, Penn Central, Lehigh Valley, Jersey Central, and who knows what else track—yes, I nearly forgot the Easton & Southeaster—I dined again in it. Not one a repast cooked aboard, but a repast hand-made by the wives of BR&W officials and brought onto the train in their own lovely paws. Where there is still life, there is still hope, eh?

Meals-at-your-seat were standard practice on the fleet of Pullman-car trains that ran the length and breadth of England, even from London to Glasgow by way of Dublin—all in an all-parlor-car train, the *Queen of Scots,* which teased patrons' appetites with such pleasures as fresh poached Scottish salmon. I say *were* because even as I set down these words on paper, British Rail is promising to end all of its Pullman service.

But meals-at-your-seat will survive (indefinitely, it seems) in a few extra-special international trains in western Europe—meals cooked aboard out of unfrozen ingredients and served, *table-d'hote* style, with grace and with verve. I even found a car of this sort, (though with hardly a trace of French *haute cuisine)* aboard the *Golden Blowpipe,* the morning express of the Malay State Railway from Kuala Lumpur, the capital of Malaysia, to Singapore. It didn't matter: it was a choice of breakfast in the Kuala Lumpur MacDonald's or in the buffet parlor; I had no trouble making up my mind.

NEVER AGAIN will I ride a *20th Century Limited* whose rule No. 1 was that if more than 180 passengers were booked in its Pullmans there must be a second dining car. No more will I dine at evening on broiled baby lobsters in Canadian National's *Ocean Limited* nor lunch on Malpeque oysters-on-the-shell in the old heavyweight Canadian

Dining-car crew at Easton ,Pa., Lehigh Valley's *Black Diamond* on May 10, 1959.

Smiling C&O waitress on Pere Marquette car years ago

Pacific restaurant cars. No more will I dive into one of those big, crusty, chicken pot-pies (all white meat, with baby potatoes and onions) in the *Wabash Cannonball.*

And as for planked Lake Superior whitefish aboard the *Empire Builder,* what chance? Will there ever again be those Gulf Coast scallops aboard the Gulf, Mobile & Ohio dining car *Camellia* out of Mobile? (Will there, indeed, ever be a passenger train again out of Mobile?) Will there ever be Boston scrod on the *Merchants Limited* on its way from New England? Or roast young Sischewaw Farm capon with giblet sauce—a staple for dinnertime in the *Golden State Limited?* (I never did find out where Sischewaw Farm is, in case I should wish to duplicate that dish.)

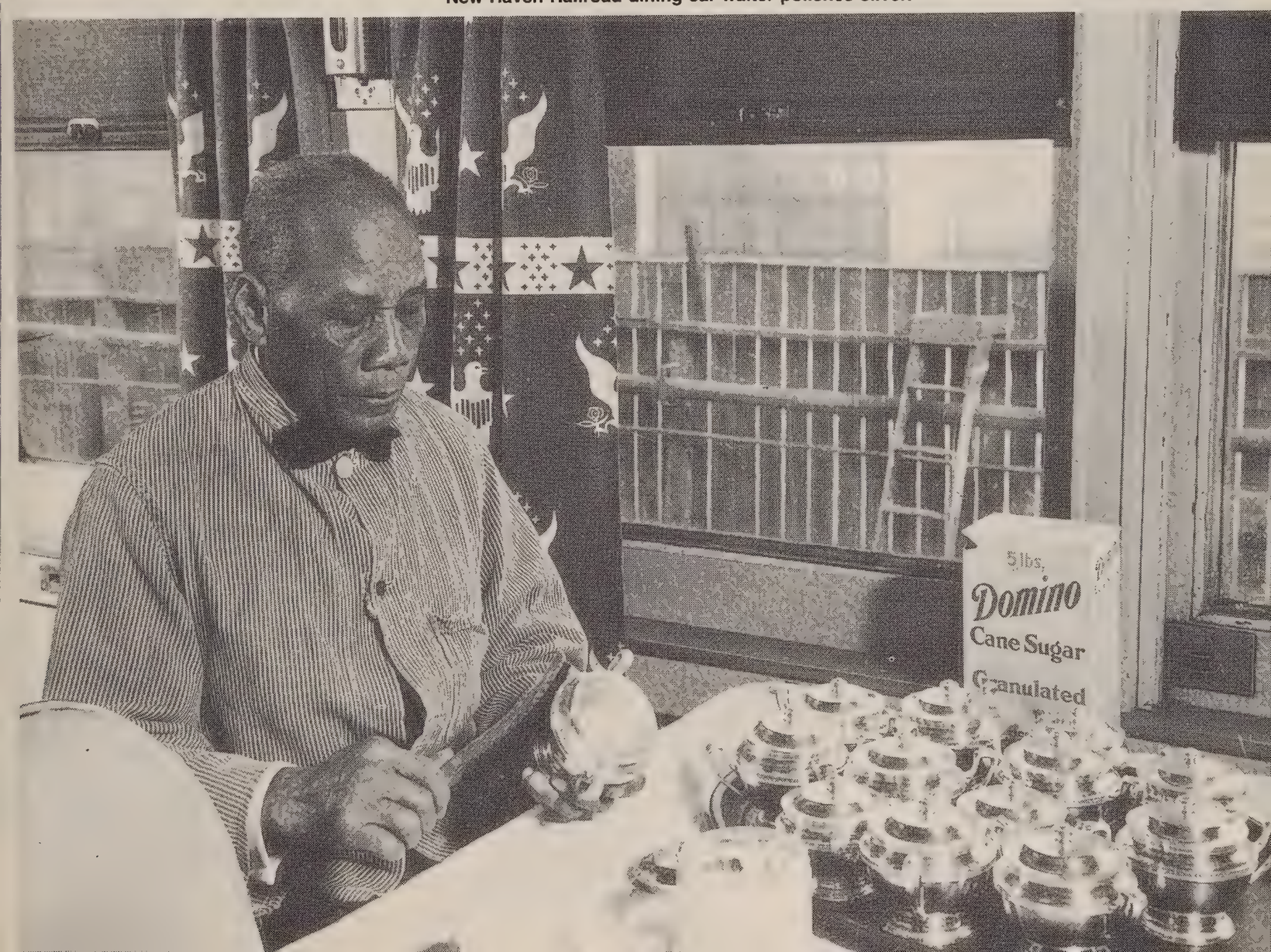
The "Delicious Pullman Lamb Chops (2)" are, though, still available, I believe, in the Pullman buffet sleeping car *Lotus Club,* because Peter Tilp, who owns it, keeps it on the front lawn of his factory in Wayne, N.J., and upon occasion presents a banquet within to his house guests. And, of course, there is still George Pins, the New York City lawyer whose avocation is the preservation of Pullman and office cars, which he runs in the manner of fifty years ago, with a chef of his own choosing and guests ditto ditto.

As for the rest of the story, there are now fewer than a dozen trains in the United States that still find a dining car in their consist, and there are a handful more that carry miniature, or half, diners, christened Amdinettes. For the huge majority of travellers, what these cars serve, from a remarkably small menu, appears to be quite satisfactory, for we have become a nation of fast-food addicts—addicts of food that, no matter how well prepared, almost always does time in a deep-freeze before it comes to our table.

Sometimes the ovens that unfreeze what we dine on misbehave, and lunch or dinner arrives undercooked or overcooked, or hardly cooked at all. Sometimes what comes out of this rudimentary sort of cooking is good indeed. Listening, as I do day upon day in my travels, to the conversation at the food counters of Amtrak café cars and in Amtrak dining cars, I am (rather to my surprise) startled to learn that almost all passengers like what is set before them.

It wasn't always that way. But then I realize again what people keep forgetting—that over the years the number of passengers on trains who pay first-class fares for first-class accommodations and want first-class-or-better dining has never been more than three percent of the total load. Which is to

New Haven Railroad dining-car waiter polishes silver. New Haven Railroad archieves



say that whoever runs a dining-car service must, if he does his job right, cater to two differing kinds of customer.

This was once an insuperable problem. The *Yankee Clipper* and the *Merchants Limited,* between New York and Boston, and the *Congressional Limited,* between New York and Washington, had only parlor cars in their consist, and the customers therein knew what they wanted, and got it. The customers in the *Orange Blossom Special* and the other all-Pullman trains from New York to Florida, in the all-Pullman *20th Century* and *Broadway,* the old Santa Fe *Super Chief,* were given the same royal treatment, and paid for it in full. The steward on the *Orange Blossom*—at least the one I knew best—drew down from the commissary in New York $3,500 worth of champagne and lesser liquid specialties before every trip to Florida—$3,500 of 1940s money. The menus on lesser trains were never as grand.

Today, sleeping-car and coach passengers are fed at the same table, and the problem of how to placate both groups of citizens has to be dealt with constantly. I do not think Amtrak got around to tackling this problem of fast food for the one man and something more delectable for the next man until H. Rex Holland, now director of on-board services for Amtrak, moved over from a career with Pan American and BOAC and Cunard. His first improvements were made in the Metroclub cars—naturally, since *Metroliners* are the only extra-fare trains remaining in this country. Foods fresher than before, foods with less icebox flavor, were his first consideration for this clientele. For the great majority, fast foods of more variety and novelty were his next consideration.

Goodness knows that with kitchen staffs of great inexperience (most of the best chefs *and* stewards *and* waiters were hastily retired when the railroads realized they were not out of the passenger business just because Amtrak was taking over) and with equipment that is beaten to death on decayed roadbeds, making any improvements at all has been difficult. Keeping the staff in trim, too, is another difficulty. A friend who runs a school for aspiring on-board Amtrak employees tells me that the average graduate under his jurisdiction resigns after three months. This means that for every train he supplies with personel he must graduate four complete staffs a year! The work ethic that was built into us traditionalists is not so easy to find anymore.

I MUST OFTEN cross over into the fast-food category myself because so many of my short-haul journeys do not deal in anything else. But I can have greater luck in what few dining cars are still left to us. There was a magnificent flounder with white wine cream sauce coming north on the *Silver Meteor* last February; there has been *real* roast beef more than once on recent *Broadways*. And I see less and less of the dreadful invention called iceberg lettuce—a vegetable suitable only for soft-ball baseball, a game I gave up in 1915.

For such improvements—and these, I believe, are only the beginning—my profound thanks go to H. Rex Holland, whose initials—H.R.H.—have persuaded me and many other friends of his to call him His Royal Highness. Rex Holland and I are acquaintances of exceedingly long standing. As head caterer, he fed me in years past on Pan American and BOAC and Cunard during my overseas ventures, and, on behalf of Amtrak, he feeds me still—better, frequently, than I perhaps have any right to expect in these tumbledown days of American railroading.

He has been known to remark that when he took over for Amtrak some of his on-board employees were best suited to digging trenches in midwinter Alaska. Most of these men may now be on their way there; at any rate, they no longer work for Amtrak. And he has invited to his headquarters dining-car chefs from all over the country to discuss the matter of how to do more cooking on board the long-run trains and how to chop down the quota of frozen dishes.

While he and his men put this noble project into being, I shall keep on living on his Canadian-bacon-and-egg-on-a-bun where his food is fast, and loafing along through his tenderloin tidbits and his Cornish hen in his *Metroliner* club cars. Fortunate is Rex Holland in that as his right-hand man he has Bruce Heard, who was a rail-oriented travel agent on the West Coast before Amtrak drafted him to Washington. In these formative years, Bruce Heard journeyed on enough of the great trains to know precisely how on-board service should operate.

Every year, I take my sabbatical six weeks or so abroad—a sort of refresher course in what railways and railway people in other parts of the world are doing, or trying to do, for their passengers. This time, in October, I shall be spending eighteen days on a train that operates only three or four times a season. On this occasion, it will carry me through territory a good deal of which I have never traversed before; it will carry me back, too, through fifty years, to the late 1920s. For the equipment will be period-piece sleeping cars and restaurant cars and lounge cars of the time when the *Orient Express* was at its famous best.

In the consist will be what in Europe is called a cruiser car—that is, it will have an exercise room and eight hot-water shower baths. For every three passengers aboard there will be an on-board employee, and among the employees will be a set of the finest stewards and waiters and chefs to be found on the railways of Europe. There will be a breakfast, a lunch, an afternoon tea, and a dinner every day; gentlemen will be asked to don dinner jackets at night, and their ladies will be asked to don at least their second-best pearls.

The train will proceed at its own comfortable pace from Switzerland into Germany, Austria, Hungary, Romania, Turkey, and Syria to Damascus, capital city of Iraq. On the homeward bound leg, Bulgaria and Yugoslavia will be added to the roster.

The learned and multiple-languaged Albert Glatt, whom you may have seen on television when famous old Pullman cars were auctioned off last year in Monte Carlo, will be headmaster of this rolling academy and clubhouse, and Intraflug of Zurich, in Switzerland, which is his railway-car-owning organization, will put the train together. The journey aboard this caravan will, in turn, put me together for one more bout with North American winter and with the fast-food game in the United States.

A very modern drawbridge owned by the Family Lines across Caloosahatchee River in Florida.

The Family Lines

ANTA
ES
HINGS IN A BIG WA

Spectacular night shot of giant Santa Fe gantry crane at welded rail plant at Amarillo, Texas.

Santa Fe Railway

Col James G. Bogle, 1749 Dyson Dr., N.E., Atlanta, Ga. 30307

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

Southern Ry. 620 (ex-T&P 610) shown at Toccoa, Ga., last October 8 ready for return trip to Atlanta on NRHS special.

(Below) Bob Watrous firing No. 38 ex-Huntington & Broad Top Mt. 2-8-0 on Livonia, Avon & Lakeville R.R. on run back to Livonia, N.Y. Photograph was made with Bronica 2¼" square camera aided by several exposures to balance off the glow of firebox.

STEVE MAGQUIRE'S

TRANSIT TOPICS

NEW YORK'S Transit Authority has awarded a $21.6 million contract to equip an additional 600 IRT subway cars with air-conditioning. Work is already being done on the first $13.7 million contract to supply 426 IRT cars with air-conditioning.

Also in New York, a transit police study of 750 youngsters arrested for graffiti crimes at age 15 shows 40 percent of them have records for more serious crimes, including eight murder arrests, according to Gus Dallas in the *Daily News*. Transit Police Chief Sanford D. Garelik said: "To me, this destroys the romantic myth that graffiti writing is a harmless act."

Of the 40, three-tenths had been involved in felonies, he said. A continuing survey is being taken by his staff, which charts a youth's "status" by checking police records once a year. The study began four years ago.

Garelik observed that a 19-year-old suspect arrested in the murder of a subway porter in a Brooklyn station had been arrested earlier for putting graffiti on subway cars.

"I ordered the study to see if it was likely that a young graffiti writer will become a criminal," he said. "It would seem predictable—we see them stealing paints at 11, 12, 13. The tragedy is that society is not taking this problem seriously."

About 90 percent of the youngsters arrested for graffiti crimes are 11 to 15 years of age; most of them quit when they reach 16 because they realize they're old enough to be charged with adult crimes, he added.

Sgt. Morris Bitchatchi, head of the transit police Juvenile Crime Unit, echoed Garelik's feeling that society is taking the problem lightly. "The courts either dismiss a case against a juvenile or make him scrub cars for a couple of days," he said.

Other Eastern News

PITTSBURGH'S Port Authority has received a low bid of $1,250,000 to supply new electronic fare-boxes on all its trolleys and buses, designed to curb what appears to be a dramatic rise in fare-box cheating, according to Jim Cerny, Pittsburgh, Pa. PAT will buy one new box for each of its 1,000 vehicles. When cash (even dollar bills) is dropped into the box, it will emit a beep if the proper amount is deposited. But if the amount is short it will be flashed on a screen installed in the front of the bus or streetcar where all passengers can see it. The idea, said the spokesman, is to shame or embarrass the dishonest rider.

The Pittsburgh *Post-Gazette* comments: "Superficially, the problem appears to be that PAT drivers either have trouble counting or else feel intimidated when inadequate fares are dropped into the boxes. So the electronic equipment, which has had mixed success elsewhere, is proposed to square these accounts.

"Some deep conflicts are at issue here . . . Unfortunately, some drivers seem to prefer electronic cattle prods instead of sophisticated fare-boxes. 'You can't embarrass one animal in front of a bunch of other animals,' one driver says with contempt."

PHILADELPHIA'S Wayne Avenue trolley route 53, which had been temporarily "bussed" last Sept. 23rd, due to a shortage of rail equipment, has resumed streetcar operation. Michael Deacon of Philadelphia gives us a roster of PCC cars purchased by SEPTA from Toronto after the Woodland car barn fire in 1975. All these cars are stored at Luzerne depot.

St. Louis Car Co. built the first 11 cars, 2240-2241, the first two in 1947 and the other nine in 1946. These 11 cars, SEPTA Nos. 2240-2250 were TTC 4750, 4751, 4756, 4659, 4761, 4762, 4765, 4767, 4772, 4773, and 4779, in that order. Originally they were Kansas City Public Service 526, 535, 749, 757, 762, 765, 771, 775, 782, 784, and 794, also in that order.

The other SEPTA cars, 2300-2318, all built by Pullman in 1946, were Toronto Transit Commission 4706-4711, 4718, 4724, 4726-4732, 4734, 4840, 4741, 4744, and 4746 respectively. Prior to that, the same cars were Birmingham Transit Co. 806, 807, 809-811, 818, 824, 826-832, 834, 841, 844, and 846, in that order.

Midwest and Northwest

SOUTH SHORE LINE'S future is again uncertain. The Chicago Area Regional Transportation Authority has decided to stop funding the Illinois portion of the line's operating deficit on September 30th unless Indiana begins providing capital for new cars and operating aid for this, the nation's last interurban. RTA has been financing the South Shore's operating deficit annually to the extent of $500,000, its 18 percent share of the total funds. Indiana authorities provide the rest. RTA is now working on contingency plans for substitute service (buses, of course!) for South Shore riders in Illinois.

EARLY CONSTRUCTION of the proposed 8-mile rapid-transit extension of the Milwaukee Avenue line in Chicago to O'Hare Airport is now in doubt because of a dispute between local officials and the Federal Government, says David Young of the *Chicago Tribune*. The story was sent to us by Steve Scalzo of Park Forest, Illinois.

In a letter to Senator Stevenson, U.S. Transportation Secretary Brock Adams said his agency will not increase the $120 million it has allocated this year for Chicago mass transit projects. City transit officials had hoped to get an additional $38 million in Federal grants to start building the O'Hare extension. The $38 million represents the Government's 80 percent share of the money necessary to start building the extension.

The $120 million promised earlier by the Federal Government is largely committed to other projects, including new rapid-transit cars and buses for the Chicago Transit Authority, buses for the suburbs, and maintenance work on commuter railroads.

CITY OFFICIALS at East Troy, Wisc., can thank themselves for their willingness a few years ago to allow the East Troy Trolley Museum to locate along their 7-mile trolley freight line between East Troy and the Soo Line interchange at Mukwonago. The operation has been unusual from its start, in about 1939, when the Milwaukee Electric decided to abandon its interurban line through East Troy. This was local industries' only rail connection with a mainline railroad. To retain it, they acquired the track, along with a freight motor and a differential dump motor for hauling boxcars from the Soo Line interchange.

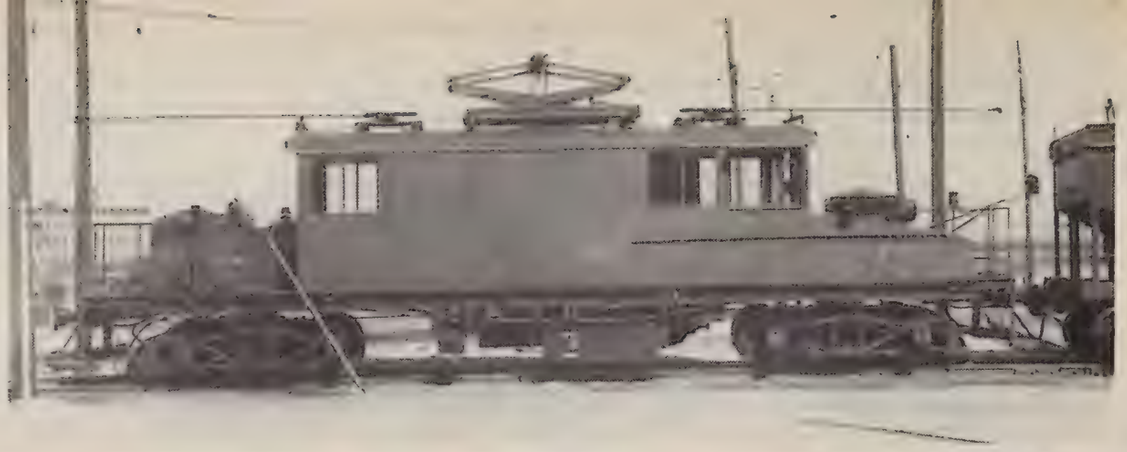
Several years ago the old motors became unreliable and a diesel replaced them. By then the Museum had been set up on the property and its trolleys and interurbans were being operated for the public, so the overhead wire was retained. Recently the East Troy diesel locomotive has been breaking down more and more, says Chuck Westerman, superintendant of the Museum. When that happens, the freight line now looks to the Museum for the use of a fine, big, juice locomotive, the L-8, obtained from the Wisconsin Electric Co. a year or so ago. The Milwaukee Electric once owned the L-8, which in recent years has been stored at a WEP power plant. Now it's occasionally in service on the city-owned freight line.

The Museum operates from May through October on Saturday, Sunday, and holidays from noon to 5 p.m. and on Wednesdays from 1 to 4 p.m. For

East Troy Trolley Museum's Milwaukee Electric L-8 at Pt. Washington, Wisc., in 1940.

(Top, right) Adelaide Mun. Tramways Trust cars Nos. 351 and 357 at Victoria Square in Adelaide, South Australia.

(Below) Interior of rail-grinding unit No. W-31 showing 500 gal. water tank out on the line on Feb. 11, 1976. The locale is Toronto.



Hugh Ballment, N.S.W.

E.A. Wickson, T.T.C.

other details write to it at P.O. Box 726, East Troy, Wisc. 53120.

PORTLAND, Ore., continues to debate mass transit plans for future passenger service from the city eastward. This area once had fast interurban runs to Oregon City and Gresham, but they ended when the traction company suddenly stopped operating, with no advance notice to the public. This was in the early 1950s, when some people thought the future of transportation could be left to private automobiles and buses.

According to Henry Korman, 3050 Maryland St., Longview, Wash. 98632, light rail transit is one of several options being considered. Other plans call for busways and restricted car-pool highway lanes.

The rail option would see the line looping through downtown Portland and running eastward across the Steel Bridge, then paralleling highway 80 along the Banfield Corridor to Gateway. From there it would operate eastward to Gresham or southward to Lentz, a shorter run than the one to Gresham. The Gresham line would cost about $168 million, the shorter line about $161 million. Any option would need Federal funding.

Trolley Museums

WASHINGTON STATE will launch a new trolley operation this summer, according to *The Sounder,* publication of the Puget Sound Railway Historical Assn., 109 King St., Snoqualmie, Wash. 98065. Hitherto, PSRHA had been a steam museum that included three trolleys but no overhead wire. These cars were run occasionally, propelled by a small diesel engine on an attached flatcar. This past spring, overhead wires were erected along a portion of the line from Snoqualmie station to the Falls, an extension of the mainline that steam trains had served. Now, with the trolleys operating, steam trains run only on the main stem and the electrified equipment on the shorter line.

Remarkable about these trolleys is the fact that they comprised the entire passenger-car fleet operating on the Yakima Valley Transportation line in Yakima, Wash., when they ended service after the close of World War II. These master units were preserved at the museum for years. At one time it was thought they might be made available for service in Yakima when that city decided to start trolley operations again. However, no agreement to that effect was reached, so cars to run in Yakima were imported from Oporto, Portugal.

ANOTHER museum line looking forward to juice operation is the Waterfront Electric Railway at Toledo, Ohio, which now uses a dieselized freight motor hauling a former Chicago 4000-series elevated passenger car. Its bi-monthly publication, *The Trolley Wire,* says that a mile of trolley wire has been purchased, along with 100 bracket arms and poles, for future trolley operation.

Canada Heard From

HOW MUCH will it cost your community if you do NOT build a rapid transit system? This question was asked by R. Michael Warren, chief general manager of Toronto Transit Commission, in addressing a delegation of some 50 officials from Western New York in Toronto the other day. Warren told the visitors that citizens of a metropolitan area must learn to view mass transit as another service to be provided by a community, similar to schools, fire, police.

"In questioning the costs of operating a mass transit system," Warren emphasized, "public officials should question what it will cost NOT to provide public transportation, particularly for the poor, young people, low-salaried workers, the elderly and the handicapped—hundreds of people who simply cannot afford to travel by private automobile."

Toronto Transit Commission has sold three motorized flatcars to Southeastern Pennsylvania Transportation Co. for use on its Philadelphia lines. They replace similar equipment burned up in the Woodland barn fire of 1975, reports Lu Cummings, Lancaster, Pa. Toronto disposed of nearly all its non-revenue work equipment in recent years. Apparently automotive vehicles will handle future track and wire work, since little right-of-way is left on TTC rail lines.

One necessary piece of rail equipment is the surface rail-grinder. This vehicle is used to smooth the rail tops, operating late at night when there is little traffic. The W-28, a former TTC single-trucked passenger car, dating from 1917, had been serving this purpose. With TTC's decision in 1972 to retain its surface trolleys, a replacement for the old W-28 was found.

According to *Rail and Transit,* bimonthly journal of the Upper Canada Railway Society, Box 122, Postal Station A, Toronto, Ont., its replacement was a two-car train of former PCC's. The TTC 4631 and 4668 (ex-Cleveland 4206 and 4243) were picked for the job. As W30-W31, they have been in use since 1976. The W31 has oversize subway-type wheels, making it 5½ inches higher than W30. It also has a 500-gallon water tank, installed lengthwise along the inside, letting it run

longer hours at the optimum grinding speed of 23 miles per hour.

VANCOUVER, B.C., aims to set up a new light rail service along the abandoned right-of-way through Burnaby and Central Park to New Westminster—a route served efficiently by the British Columbia Electric Ry. until 1954. According to Gary M. Woodley, 304-415 Woodland Ave., Victoria, B.C., Canada, the project is being pushed by Vancouver's energetic Mayor Jack Volrich and the mayors of Burnaby and New Westminster. Those officials believe the cities may have to build their own rapid transit line because, as Volrich stated, "If we continue to bog down at the Greater Vancouver Regional Transit District level, waiting for financial commitment from the Provincial Government, we'd likely have to wait until the moon turns blue."

The present plan, including an exclusive bus right-of-way along the Arbutus corridor south to Richmond, is estimated to cost $200 million. It would be financed by higher vehicle license fees, a raise of two cents a gallon in gasoline taxes, and an increase in property taxes. As a starter, Vancouver Council appropriated $200,000 for design and analysis studies, with participating municipalities being asked to share the costs.

FIFTY of Cleveland's PCC trolleys were sold at $26,250 each to the Toronto Transportation Commission in 1952 when Cleveland Transit was phasing out its surface rail lines. Nine of them, after running for more than a quarter-century in Canada, have come full-circle and been repurchased by the Greater Cleveland Regional Transit Authority for use on its Shaker Heights Division. At Toronto, the cars had been re-gaged to fit a wider track than they used in Ohio; but now those nine have been reconverted to Cleveland's stan-

E.A. Wickson, T.T.C.

Allen Morrison, N.Y. City

(Above) TTC's Nos. W-30 and W-31 undergoing brake tests on The Queensway at High Park in Toronto, Canada.

New open car 001 at the beach, Veracruz, Mexico, in March, 1978.

dard gage and may resume service there before you read this news. We expect them to keep running until 1981, when a new order of rapid cars, costing $31 million, are delivered from their builders in Italy. Maybe some Cleveland reader will send us a b&w picture of the "prodigal sons" operating again in their old home city. If such a photo shows close-up human interest in addition to the trolleys themselves, so much the better.

Australian Anniversary

ADELAIDE, a South Australian city, celebrated its 100th anniversary of tramway service this past June 10th. A century before, its first tramway opened with horsecars operated by the Adelaide & Suburban Tramways Co., reports A. Mann, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia. Additional lines were built as time went on, and in 1909 came the first electric tramcars. The system was then run by the Municipal Tramways Trust, which eventually had almost 80 miles of trackage. But, insidiously, buses began to take over in 1953. Five years later, only the six-mile suburban line to Glenelg remained in service and it still runs today as Australia's only tramway outside of Melbourne's large city system. Originally it was a steam railroad.

The Adelaide *News* has this to say about the Glenelg line: "Back in the 1930s special horsebox tramcars were built to take advantage of the fact that the line passed close to a racetrack. But it was not a financial success and was closed in 1936. Now the wheel has turned full-circle and in a polluted, energy-hungry world urban planners are again looking kindly on tramcars. Their appeal is nostalgia as well as convenience. What makes people love them? Perhaps it's because, all the modern convenience and economy arguments aside, they are a link with a time when life was somehow less hectic, more innocent."

Planned but Not Built

THE WORCESTER Consolidated Street Railway in 1912 acquired the last independent trolley line in central Massachusetts, namely the Worcester Southbridge Street Railway, Rudy Gaudette writes in *The Senior Advocate*. At that time, electric lines were the chief means of public transportation between Worcester and cities and towns within a 50-mile radius. Various lines fanned out from the city like the spokes of a wheel.

The only area which seemed to be neglected, as far as electric car service was concerned, was a locality northwest of Worcester containing towns that were still using stagecoaches dating back as far as 1850.

So the Consolidated's plans for expansion centered on that area as the year 1912 rolled around. The high-speed lines to Fitchburg and to Southbridge, Palmer, and Springfield were well patronized and bringing in revenue from passenger and freight service. The adjacent Holden and Jefferson Depot line was used extensively during the summer months by city dwellers seeking cool country air. In the Jefferson area, being especially noted for its abundant blueberry pastures, trolleys loaded with pail-toting berry-pickers were a common sight.

As no steam railroad had ever been built directly between Worcester and the Rutland-Barre area, the trolley company turned its attentions to the possibilities of a car line linking those towns to Worcester.

Construction engineers were sent into the "wilds" of northern Worcester County to chart the right-of-way for a 30-mile high-speed, one-track line reach as far north as Petersham Center. Included in these plans would be a power station and a car barn.

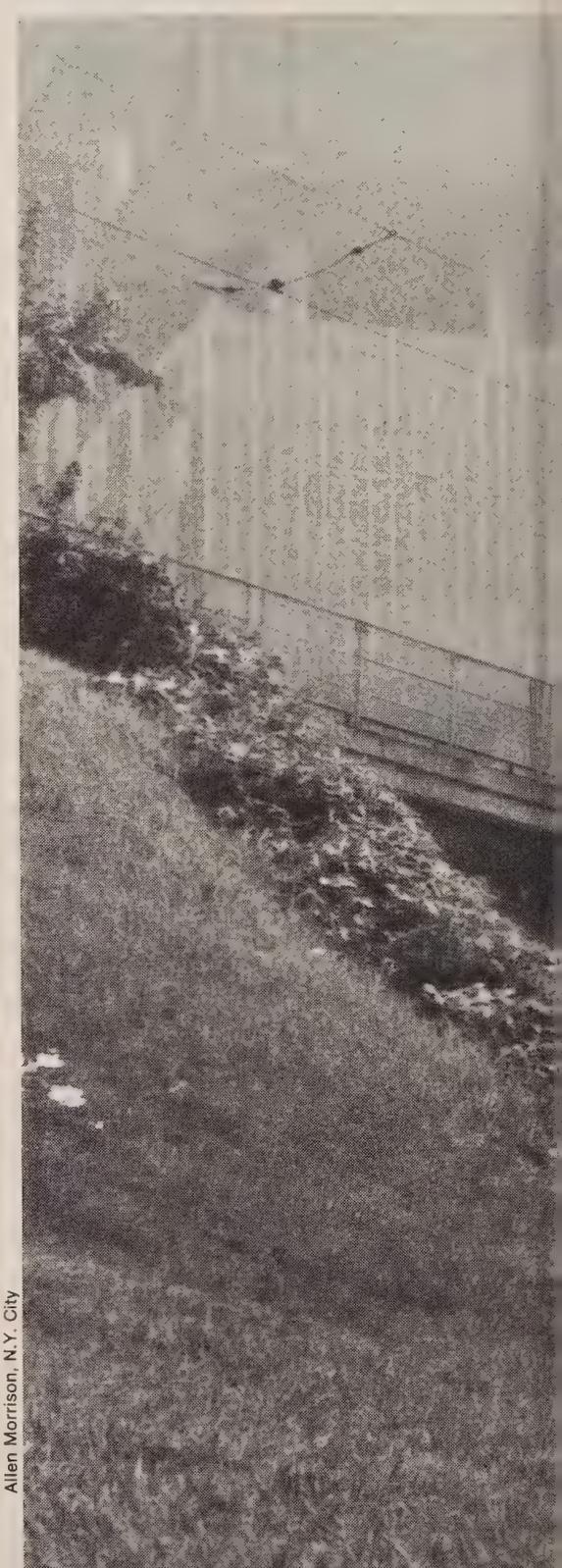
As construction costs of the Southbridge line had averaged some $53,000 per mile, including tree clearing, bridge work, grading, tracklaying, and overhead wire work, this figure was taken as a guideline for the new project. Up till that time railroad companies depended solely on men and horses in clearing rights-of-way and for the grading and filling of deep cuts through which the tracks would be laid.

Dynamite was in common use for large rock obstructions, but the earth itself had to be levelled out by means of huge 10-foot wide iron scoops pulled by teams of as many as six horses. The lack of modern machinery necessitated gangs of as many as 50 to 100 men to a section. Reinforced concrete was used for retaining walls, culverts, and bridge abutments. Trestles over deep gorges were made of steel girders on heavy massive stone pillars. Trackage over shorter trestles was supported by heavy wooden timbers.

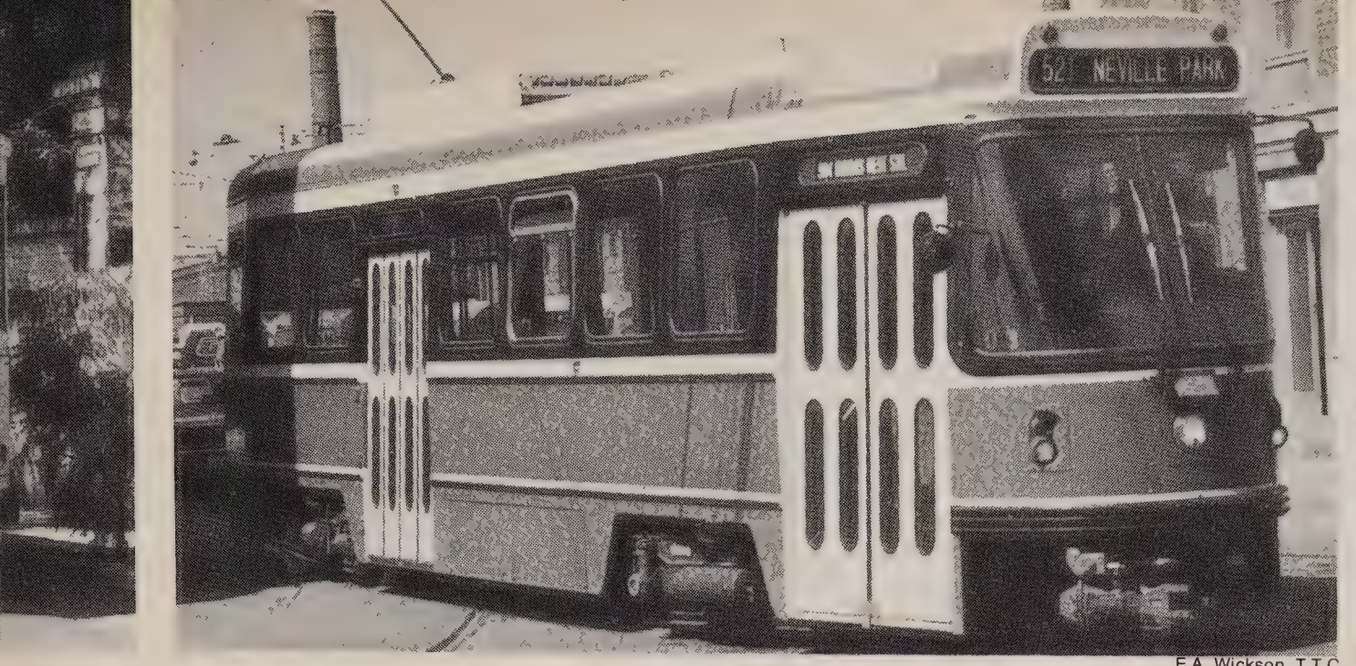
The engineers projected a cost report much higher than that which had been anticipated. Had the area been more densely populated, the line might have been built. Then, as riding on the trolleys began to decline during the following decade, they were abandoned altogether. The great hurricane of 1938 wiped out so much of the Consolidated system that trustees replaced its trolleys with buses.

SEND rail transit news and electric rail books for review to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719.

Allen Morrison, N.Y. City



Allen Morrison, N.Y. City



E.A. Wickson, T.T.C.

(Top, left) One of a dozen trams recently acquired from Brussels, Belgium, at Asuncion, Paraguay, in March of 1978. Twenty cars operate on line's two routes.

(Right) New TTC LRV 4003 leaves Hillcrest Shops for street tests and move to St. Clair carbarn on April 26, 1978, Toronto.

(Lower) A Santa Teresa Tramway car is crossing bridge over Avenida Paraguay at Rio de Janeiro, Brazil,

With
Jim Edmonston

TRACKSIDE in the DIESEL AGE

AT CORYDON, Indiana, 25 miles west of Louisville, the 7-mile Louisville, New Albany & Corydon recently held "open house." Walter ("Ossie") Saulman, the road's general manager, worked a train crew and provided a free round trip over the line.

The little road operates with one locomotive, a GE 45-tonner. She is No. 1 and is named *Betty Sue*. As befits a lady, she's painted dainty pastel shades, a rather faded aqua-gray; and, using a Cummins diesel internally, grinds along on two GE 733 traction motors and with chain-connected "helper" axles. Externally she's unchanged from the August day she was built 27 years ago, except that a silver trumpet mounted on her hood serves as air-horn. She is rated at 300 mp. When *Betty Sue* arrived, the LNA&C had two Porter 4-4-0's handling traffic; No. 5 was then scrapped and No. 9 went to another Indiana shortline, the Ferdinand. Thus ended steam power on the LNA&C, which began operations with a 4-4-0 away back in 1883.

The old side-door caboose once used behind the 4-4-0's is gone, but the road acquired two ancient Chicago & Eastern Illinois transfer cabooses from the Kentucky Railway Museum at Louisville. These venerable cars are wooden-bodied with small bay windows, and ride on light arch-bar trucks. One has been fully renovated, repainted, panelled, and fitted with bench seats and plexiglass windows which open. It has a toilet, old-style ceiling lights, and markers. This "caboose," really a passenger car, is numbered 1883, with yellow script lettering on her sides. She is not used in freight service, but for special runs. The other old C&EI car has not been worked on at Corydon and is in very poor condition.

Promptly at 11 a.m. last April 8th the big garage door was pushed aside and the One-spot emerged. She coupled onto crummy 1883 and pushed it to a siding, not yet ready to load. One job must be taken care of first. Across the street from the LNA&C office was a big 85-foot TTPX bulkhead flat car with a load of bundled lumber on it. *Betty Sue,* with a half-dozen people riding her

Kenneth M. Ardinger, 436 W. Blueridge Pl., Escondido, Calif. 92026

Smoking like steam power, Monon 404 and 403, diesel-electrics with 87 cars, sweep by locomotive "in the hole" at Bloomington, Ind., on Nov. 13, 1965.

Railfanning with *Betty Sue* on the Louisville, New Albany & Corydon was a unique experience.

walkways, rumbled across the street, coupled onto the flat, and shoved it along over some of the most incredible trackage I've ever seen. Laid in dust at the side of a city street, the rails look like an abandoned streetcar line.

Two autos parked on the tracks at the general store had to be moved. At that point the tracks recrossed the street, which lacked the formality of a crossing sign. In fact, the city had blacktopped the street without leaving flange grooves for the railroad, but the heavy load quickly cut its own. After a short curve through somebody's side yard (I swear it, grass had covered the rails, there were no visible ties), the tracks meandered down another street. The load of lumber was spotted in the middle of this street, across from a building supply outfit. The car's high bulkheads had torn down somebody's telephone wires. *Betty Sue* eventually returned to the small crowd waiting to board the 1883.

The LNA&C offices are neat and well-kept. One office building is landscaped, has antique baggage carts and railroadiana from "the good old days" inside and out. The office walls display photos of LNA&C engines, including a shot of a head-on collision between two 4-4-0's in the 1890s, right there in Corydon. Other railroad photos (publicity shots) are on view. The whole thing reminded me of a well-done exhibition, but is really a working office.

Betty Sue's engineer wasted no time in leaving town. We were scarcely aboard the old caboose when the gleaming silver trumpet blared twice and the wheels began to turn. I had brought my two sons, Craig (13) and Keith (6), and we were with my railfan buddy, Mark Loyd with his boy Allen. We had heard rumors that a gondola would be used, crowd permitting, but it wasn't. A Southern gon stood in the yard, though. I had figured that the crowd wouldn't fit into the one car, but I soon found out that on this little railroad you ride anywhere. People traveled on both platforms of the caboose and all over the locomotive. If that big 50-foot gon had been in the consist, it might have been empty.

The LNA&C exists to serve the City of Corydon as its link with the outside world. Its biggest customer is the Keller Furniture Company, just past the offices, and I counted a dozen Southern boxcars on two Keller sidings. The shortline connects with the Southern at Corydon Jct., end of the 7-mile run. I saw only one other siding, a newly-laid spur into a building materials outfit, but no cars on it. Two of the road's blue and white boxcars were simmering on the Southern at Corydon Jct., and another in the Corydon yards.

Our train crossed Indian Creek on an open trestle, then ducked under Indiana Rte. 64 and started a slight climb up the creek's valley. At times, the grade gets heavy. The days of the 4-4-0's must have been something to see, hear, and smell. The scenery remains farm and field, with the lazy shiny creek parting from the railroad just before the I-64 overpass. Corydon Jct. consists of a passing track and a set-off spur on the Southern. I saw a few boxcars on the interchange. *Betty Sue* ran around the caboose and we returned to Corydon, stopping for a tasty lunch at the "Best Western Motel" just north of town.

The ancient stub switches of Corydon yard gathered the little consist in, and the one-spot was put to bed in the engine shed. The journey had taken only three hours, a unique experience.

WE FINISHED the day railfanning in Louisville, with great results. At the Illinois Central Gulf yards we spotted a half-dozen rebuilt GP-9's, two old black with green diamond GP-9's a Precision National GP-7 in yellow and green, and a red and white GM&O SD-40, No. 906. Three unusual units on ICG were seen: a U-30B, a U-33c, and big Alco C-636 No. 1105.

At the K&IT's Youngtown Yard, where (if you're lucky) you can see Burlington Northern, Milwaukee, B&O, and Southern power mixed with K&IT's SW-1500's, we found only two road sets, B&O and Southern.

Louisville & Nashville, as you might assume, is Louisville's "hometown" road and it's just about everywhere. The best watching spot is that stretch of line between South Louisville Shops and Strawberry Yard. L&N fielded a few surprises when we were there. Now MP-15AC's in the bright fresh Family Lines paint were in evidence, as were the new SD-40-2's. Strawberry Yard is dotted with smaller switchers; NW-2's SW-7's, SW-9's.

One rarity which is not supposed to be running is rebuilt Baldwin VO-660 #2169—hey, Charlie Castner, you *Interesting Railfan,* the thing's switching in Strawberry Yard! The big MP-15AC's also were working Strawberry. At the north end, two ex-SCL Alco C-430's were doubling long cuts. These were numbered L&N 5601 and 5602. Later, 5600, the only other member of the trio, was seen operating with a slug and an SW-7 on a southbound drag out of South Louisville.

After he had cleared, a coal train came south with new SD-40-2's and a Canadian National SD-35. Another "ghost," SW-1 No. 12, supposedly scrapped 'way back in 1968, was spotted switching the South Louisville Shops. She's the only SW-1 on the system. Other swtitchers seen were two of the rebuilt Alco S-1's. The L&N is very interesting in Louisville.

A major find was a little 4-wheel Brookville loco in the yard of George Pfau's Sons, a Jeffersonville, Ind., firm. She is red, white, and blue could well be the smallest Bicentennial loco. I'd like to hear from anyone who has particulars on this engine, such as date built and weight.

Finally, the ambitious Kentucky Railway Museum, in process of moving their equipment to a new site, has acquired an Army Alco S-1 from Lexington, Kentucky.

SOUTHERN PACIFIC has accepted delivery on 12 new-generation locos—four each from three different builders—for testing in regular freight service. Four of them are 3000-hp 4-axle, 4-motor units from General Motors as model GP 40-X. EMD claims design improvements in two important areas: improved traction, which is almost equivalent to 6-axle units, and improved fuel economy, partly because of the lighter overall.

Another four are 3000-hp, 4-motor General Electric units. GE says they are model B 30-7, state-of-the-art motive power designed with new engineering concepts to improve reliability.

The other four feature a different, experimental color scheme of red and orange over gray trucks with white lettering. The 2,800-hp units were built by Morrison-Knudsen at Boise, Idaho, and

Collection of R.L. Schmeling

Photograph from Harold L. Buckley, Jr., Corydon, Ind.

It was cold with a look of snow as this Rock Island freight with GP-40 No. 4705 on the point rolled into Lincoln, Nebraska.

Louisville, New Albany & Corydon *Betty Sue,* photographed in December, 1955, when she was painted green with block lettering.

New Zealand Railways train 95, the Christchurch-Picton express, changes crews at Kaikoura in 1976. No. 1247 is a Dj class.

Western Pacific GP-40 No. 1776 (ex-3540) in Oakland, Calif., In March, '76.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Engineer permanently incapacitated by diesel fumes wins $250,000 damages from the Southern Pacific.

SP is the initial buyer of this model. The TE-70-4S designation indicates a tractive effort of 70,000 pounds on four axles using Sulzers diesel engines made in Switzerland. SP has no plans to paint any other locos in this or any other new paint scheme.

W.M. PATTERSON, age 62, member of the Brotherhood of Locomotive Engineers, who was made permanently ill by diesel engine fumes when his Southern Pacific freight train broke in two inside a 7,400-foot tunnel, has been awarded $250,000 damages by a jury in the Federal Court for Los Angeles, reports the *Locomotives Engineer*.

Patterson was forced to retire from active service in August 1975, because of the ill effects he experienced after being overcome by diesel exhaust smoke. He sued the SP. Evidence produced at the trial is said to have proved that while the train was stuck in that tunnel nitrogen dioxide, a poisonous gas, was being released from the stacks of the four diesel units at a rate 120 to 200 times greater than established safe levels of concentration.

A NEW, 16-PAGE, illustrated catalog describes training aids available from General Electric for use in educational programs on diesel-electric and straight electric locomotives. The aids are designed primarily for courses conducted by railroads; industrial companies, and trade schools. In shop areas, the aids help workers to trace systems and perform troubleshooting. The catalog describes 16mm movies, videotape cassettes, wall charts, manuals, pamphlets, information cards, and GE's newest training aid, the RAILS (Railroad And Industrial Locomotive Series) slide and script mini-courses. For a free copy of the catalog write to Maintenance Engineering and Education, General Electric Co., Locomotive Dept. Bldg. 14-427, Erie, Pa. 16531.

WONDERS NEVER CEASE. Delaware & Hudson has sold its Baldwin RF-16 "Sharks" 1205 and 1216 to the Michigan Northern, a 224-mile line that runs north out of Grand Rapids to Mackinaw City. Reportedly, MN paid $42,000 each and got all the Baldwin parts that D&H had on hand. MN operates three Alco road switchers: RS-2 No. 1501, and RS-3's numbered 1601 and 1602. Color scheme features medium green, white stripe, gold lettering, and black frames. Might look real sharp on those sharks.

WILL AMTRAK succeed in closing the Bush River drawbridge in Maryland? The bridge was built in the 1940s, which is not very long ago, but Amtrak says it takes 18 men and $2000 to open it each time! At present there are two daily schedule openings. The Bush River is home to three major yacht clubs, and many other individual boats with flying bridges that will not clear the close span.

Amtrak claims that the bridge stands in the way of its "Federally mandated" 120-mph speeds between Washington-New York, and in the foreseeable future the bridge openings would create havoc with schedules. To close the draw span forever would devastate the yacht clubs as well as a yacht-builder located upriver.

Will the inconvenience to corridor passengers prove superior to these interests? Can the slight slowdown of trains and highly inefficient bridge openings cost more than uprooting the Bush River yachtsmen? In the past, the U.S. Coast Guard had the responsibility and ruled in favor of the boatsmen, only to be over-ruled by the Department of Transportation. Will this happen again?

THE FEDERAL Railroad Administration has agreed to guarantee a $7.9 million loan to refinance 20 locomotives purchased by the Delaware & Hudson. D&H bought the diesel-electric locos from GE under a "conditional sale agreement," which was assigned to the U.S. Railway Association, a federal organization created under the Regional Rail Reorganization Act of 1973. Refinancing was made possible because the Railroad Revitalization and Regulatory Reform Act of 1976 enabled the FRA to guarantee loans.

A NEW LINE, the Kankakee, Beaverville & Southern, has four ex-N&W Alcos, RS-11's numbered 312, 321, 326, and 381, and was using a Terminal Ry. Association of St. Louis (TRRA) S-2 570 on a lease deal. The KB&S runs 26 miles between Kankakee and Sheldon, Illinois. The State of Indiana owns it. The line was originally part of the CCC&StL. (Big Four), then NYC-PC-Conrail. Grain elevators out on the line resisted Conrail abandonment to the extent that the state stepped in to preserve service. Robert Iwasyk, 12601 Regina Lane, Palos Park, Ill. 60464, visited the road recently and found 312 and 321 and an interesting wooden outside-braced cupola caboose in Beaverville, but no sign of activity. That crummy looks like ex-MKT.

JIM CHECKOURAS of Ashtabula, Ohio, spotted a GE center-cab switcher in the consist of a westbound Norfolk & Western freight the other day. She was lettered "CEI 18," which I assume is the Cleveland Electric Illuminating Co.

Duluth, Missabe & Iron Range has its units back on lease. Jerry Mart of Hopkinsville, Ky., says nine units are on L&N; and Steve McCarthy of Chicago Heights, Ill., says BN has at least a half dozen, both SD-9's and SD-18's. Jerry has heard reports that those Union Pacific units sent to Paducah have been working in the coal fields on the Illinois Central Gulf.

Has anybody seen an ex-Long Island 407, rumored to be working on Staten Island? Jerry Rosenfeld searched the line (owned by B&O and using B&O power) from Tottenville to St. George to Arlington, but apparently nobody had seen her. Jerry did find two locos; B&O GP-9 No. 6538 and SW-9 No. 9407.

M.M. PARKER, 775 Jenning Rd., Bronx, NY. 10459, wants help in saving a New Haven (Conrail) EP-5 electric. He wrote to Morrison-Knudsen of Boise, Idaho, asking if an EP-5 could be converted to diesel-electric. M-K said it's possible, but the cost and length of conversion time would depend on just how much of the locomotive you want rebuilt. Now, that's an interesting thought. Result would be the only double-cabbed diesel since the Jersey Central's Baldwins.

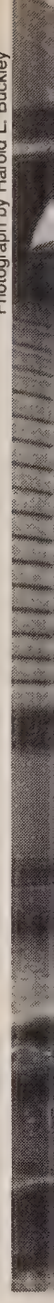
Fuel-Saving Switches

MISSOURI PACIFIC, like other railroads, is concentrating on locomotive fuel-savings. By joining in this effort to save diesel fuel where they have individual responsibility for handling or using it, the employes can make their own contribution to the nation's drive to conserve energy resources. In addition, they help their company become more energy-efficient.

Last year MoPac used an average of 550,000 gallons of diesel fuel daily to run its 1,156 locomotive units, an aver-

Roger P. Alambert, 1027 Themla Ave., Vallejo, Calif. 94590

Line named for a champion trotting horse was the world's first exclusively gas-electric-powered railway.



Photograph by Harold L. Buckley

age of nearly 475 gallons daily per unit. As an operating expense item, locomotive fuel now accounts for nearly nine percent of MP's total operating costs. A one penny increase in the price of diesel fuel adds an additional $2 million annually to expenses. In 1977 the price climbed to an average of 35 cents per gallon, up from 31 cents in 1976.

MoPac officials in recent years took steps to increase the company's fuel efficiency that enabled the railroad to haul an increasing volume of traffic (measured in gross ton-miles) with less fuel consumption. These steps include the addition of more fuel-efficient locomotives to the fleet and modifications to existing units such as a new style fuel injector nozzle.

A step taken last year was the installation of fuel-saver switches on all SD-40, U-30-C, and U-23-B units. This program is now being extended to include GP-38 and GP-35. This fuel-saver switch allows MoPac engineers to reduce the engine speed of one unit in any locomotive consists when operating conditions permit. Road foremen of engines are working with engineers on specific situations to implement the new switch.

Thad Lemons, MP's assistant supervisor of locomotive equipment, St. Louis, developed the fuel-saver switch two years ago and tested it on trains running between El Paso and Fort Worth, as well as on empty coal train runs in Missouri and Illinois. Initial tests indicated fuel savings up to 14 percent were possible, depending upon train tonnage and local operating conditions.

Now that fuel savers have been placed on most road locomotives, the management is counting on the skill of its locomotive engineers to attain fuel-savings with the new device whenever possible.

News from Canada

BRITISH COLUMBIA ELECTRIC's Royal Hudson 2860, touring CP Rail, almost had to be ferried over Norfolk & Western between Ontario and Michigan, as it had seemed she wouldn't clear the St. Clair tunnel. She made it, though. BCR has acquired cab controls for the other two steamers, 3716 and 1077, for the purpose of running diesels behind them as helpers.

This isn't very romantic, but CP is planning to run garbage trains from Ottawa up to the big iron ore pit at Hilton Mines, which has been depleted.

These CP locos have run their last: 6508, 6590, 6510, all S-3's, and 6601, S-10, and 4409, FB-1, and 4019 and 4025, both FA-1; also 4093, FA-2, and 7036, S-2. Note that all are Alco (Montreal) locos. CP has ordered 25 SD-40-2's from GM for delivery in November-January. The system is keeping a number of its Budd RDC's for commuter service; four of the 9300's, 9060, 9066, 9068, and 9054; and for isolated Eastern region, 9108 and 9069. The E-8A No. 1802 and FP-7A No. 4069 are assigned to trains 41-42. The E-8A 1800 made her last run March 5th on train 41.

Canadian National retired these units in 1977: SW-1200RS No. 1277, GTW GP-9's numbered 4908 and 4915, GTW GP-18's numbered 4950 and 4952, NW-2's numbered 7905, 7908, and 7968; S-4's numbered 8083, 8089, 8090, 8196, and 8197, and S-2's numbered 8095, 8097, 8098, and 8108.

L&N, C&NW, Alaska RR, GTW, and the Milwaukee Road have Canadian National units on lease. All CN units that were in storage are back in service, except for 5541, 5542, and 5552.

Ontario Northland will run a *Northlander* Circle Tour from August 4th to 7th, using CN, CP, Algoma Central, and ONR.

GMD at London, Ontario, had Go Transit Nos. 510. 511, Algoma Central rebuilt 100-104 on the floor. Next comes a big order of Canadian National SD-40-2's, then two export orders.

On the Norfolk & Western in southern Canada (ex-Wabash) F-7's numbered 3671, 3660, and 3725 still run in company with GP-7 No. 3453.

Dan Patch Finally Restored

YOU CAN STILL catch the famous 65-year-old *Dan Patch* No. 100 locomotive running along once-familiar routes in and around Minneapolis. General Electric's service shop in Minneapolis recently completed the final major restoration work on the former gas-electric warhorse. As a result, No. 100 is expected to see another 65 years of reliable service for its present owners, the Minnesota Transportation Museum.

Working over 400 hours, the service shop donated its services in rebuilding the locomotive's trucks, traction motors, and electric generator. Originally completed by GE in June, 1913, this engine was the world's *first* internal-combustion electric-drive locomotive on a common carrier railroad. Not only did No. 100 pioneer the idea that made the modern diesel-electric possible, but because it was designed for dual service it became the great-grandfather of the present-day general-purpose diesel-electric loco.

No. 100 was built for the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co., which began operating in 1910 between Minneapolis and Northfield. The railroad was nicknamed "Dan Patch Electric Lines" after the famous trotting horse owned by the chief promoter of the line, Col. Marion Savage. With the arrival of No. 100 in 1913, the line became the world's first railroad operated exclusively with gas-electric motive power. This same trackage today is owned and operated by the Minneapolis, Northfield & Southern Railway.

No. 100 was sold in 1917 to Central Warehouse at St. Paul, which rebuilt the unit in 1918 for straight electric operation over its industrial trackage. In 1922 the loco was re-sold to the Minneapolis, Anoka & Cuyuna Range Ry., a now-abandoned juice line. The MA&CR was acquired by Northern Pump Co., which rebuilt No. 100 into a diesel-electric, a configuration in which it operates today. Burlington Northern acquired the little road in 1967 and donated No. 100 to the Minnesota Transportation Museum.

Museum members volunteered 9,600 man-hours of time over a 4-year period restoring No. 100 as closely as practical to its original 1913-1916 appearance. A grant of $3,280 from the Minnesota Historical Society defrayed part of the cost. Then GE contributed its services to complete the restoration in time for No. 100's 65th birthday. Plans were made to display and operate No. 100 during the rest of 1978.

Chessie System (B&O) GP-40-2 GM-50 in gold, commemorating 50 years of GM diesels, is shown at Brunswick, Md., July, 1977.

THOSE BUDD SPV-2000's, powered by Detroit diesels, are off and running. An 84-seat car went into a 45-day demonstration test on the Boston MTA lines April 10th. We learn from a newspaper report that the kingdom of Morocco has ordered six SPV-2000's at a cost of "several million dollars." These cars do 120 mph. Engines used are 360-hp Detroit 8V-92's, one or two per car, as ordered. Budd sees trains of SPV's of up to 12 cars long. The car looks generally like the familiar Budd RDC but with a shovel-nose at one end.

CONRAIL is really jumping in my area, Cincinnati, with the resumed shipping of L&N, C&O, N&W, and Southern coal. I haven't seen any big blocks of leased power as yet, but Bangor & Aroostook and Precision National units are still in evidence. One of the refurbished (not rebuilt) Frisco U25B's, the ancient 805, was in Sharonville the other day. She is painted red and white, with weird yellow and blue safety stripes on her high short hood. No lettering at all; just an extremely small circular "GE" script herald on her sides—impossible to see unless you are looking for it. All types of Conrail road power are in evidence, including an F-7 or two.

The new bypass trackage just completed to the east of the yard at Sharonville is really a Godsend these days. Many trains pass through directly to the L&N southbound, and solid coal trains pause only for change of crews or additional power. The bottleneck of old is getting a little relief. While on the subject, Conrail's mainline north up Maud Hill looks like new railroad; its really pretty.

Joe Jack, Conway Yard dispatcher, hears that in May Conrail leased 10 or more SOO line U-30B's for a year. They should be running as you read this. Joe is collecting slides of all units in Penn Central markings and also all roads merged into Conrail. This applies even if the merged road units are lettered CR over the old paint. Joe has many Alco photos to trade for these. His address is P.O. Box 136, Ambridge, Pa.

Bill Rosenberg, 8451 Beverly Rd., Kew Gardens, N.Y. 11415, says he recently saw a Conrail Baldwin, No. 9312, at Port Richmond Yards in Philadelphia. This loco is ex-Reading Baldwin VO-1000 No. 71, but rebuilt to SW-1200m No. 2712, retaining only Baldwin cab, trucks, and frame. Reading considered the rebuilds EMDS, due to their 12-cylindered 567 prime movers, so our claim that Ironton's 751 was Conrail's last Baldwin should read "last *true* Baldwin."

Charles Fredricks, 450 Veraa Pl., Paramus, N.J. 07652, says new MTA cars have entered service on the old Erie Lackawanna's Hoboken-Port Jervis trains. These are GE "Silverliner IV's," motorless trailers (some with control cabs) used with the U-34CH power. And the old Jersey Central's commuter-equipped GP-40P's are being renumbered from 3671-3683 to 4100-4112.

Jerry Rosenfeld reports that ex-L&HR C-420 No. 21, now Conrail 2072, is the first C-420 in Conrail blue. The 2076 is dead at Bethlehem, due to severe oil leaks that keep shorting the electrical system (oil eats insulation).

Regarding the GP-40

THE NEXT TIME you see Conrail No. 3036, ex-PC same number, built as New York Central same number, take her picture. She's the first production GP-40. She left La Grange in November, 1965

EMD had put its new 645 prime mover on a GP-35 frame, covering it with a carbody that looks much like a GP-35, but with flared (V-formed) radiator intakes and three full-sized radiator fans. This demonstrator was numbered 433A, model number GP-40X. She took to the rails in May, 1965. The first locomotive to use the new 645 plant was demonstrator 434, an SD-35. Demonstrator 433A is now Illinois Central Gulf 3075, the only GP-40 with flared radiators. It is interesting to know that the new 1977-version GP-40X (really GP-40-2X) has reinstated the V-form radiator on the 4-axle units.

The GP-40 is the natural progression of the GP-35, with a new prime mover. The carbody is basically the same, although a few feet longer. GP-35 counts nine handrail stanchions along the long hood; GP-40 has ten. The most obvious difference, is the set of three large radiator fans, found only on the GP-40. Internally, though, GP-40 is a vastly different machine. The 16-cylindered 645E3 prime mover is the major difference, but the AC-rectifier transmission is also new.

GP-40's usually have low noses and dynamic brakes, but there are high-noses on Norfolk & Western and units without dynamics (Rock Island has some). In 1971, a new idea called extended range dynamic braking was applied to some GP-40's. It allows trains to use dynamic braking at a much lower speed than the normal range system. You can spot this addition by the presence of a small access door bolted to the front portion of the dynamic brake blister.

GP-40 production began in Nov. 1965 and ended in Dec. 1971 after 1243 units had been sold. The DASH-2 line superseded "straight" GP-40's in Jan. 1972. The EMD's DASH-2 models are really super-sophisticated upgrades of the previous model. A modular electrical control cabinet and other interal changes are hidden from the spotter, but there are some small exterior spotting features: an 8-inch oval sight glass is set vertically high up on the side of the long hood, under the radiator intakes, on the right side of the unit (engineer's side). This is an engine water-level-check glass.

The battery box covers (flush with the frame in front of the cab) are bolted on instead of welded or hinged, as had been the case. Finally, the sloping cab roof extends very slightly behind the rear cab wall. These are admittedly small features and almost impossible to detect unless you have an unobstructed view and happen to be on the right side of the loco. But the basic GP-40 with its three radiator fans is rather easy.

The basic GP-40 and later GP-40-2, both rated at 3000 hp and each using a 16-645E3, turbocharged, operating at 900 rpm, sired six sub-models. All these are GP-40's, but with vastly different appearance. The first demonstrator, GP-40X of 1965, is not included in this list of six but it is another "different" GP-40.

In Oct. and Nov. 1966 General Motors Ltd. in London, Ont., Canada, built 8 strange units for the new Government of Ontario commuter service in the Toronto area. GO Transit 600-607 are the only members of model GP-40TC. They were originally built in dark blue with white CN lettering, but were painted to GO Transit colors for the startup of operations in Feb.-March 1967. They were renumbered 9800-9807 in Dec. 1969.

These units are built on a long, SD-sized underframe of 65′8″ to allow space at the rear for train heating and cooling equipment. This consists of a 600-kw GE AT-1-740 series alternator powered by a GM 12V-149 diesel power plant, completely separate from the loco's prime mover. The units have no dynamic brakes, hence no brake blisters. A large number of vertical louvres in seven sets appears over the rear truck to feed the auxiliary power. The tiny fuel tank hug beneath this lengthy monster looks ludicrous. GO Transit also uses a square, sheet-metal logo board on the pilot, set between the handrails. No other units look like these.

The GP-40-2(W) is also a GO Transit exclusive. This is a stock GP-40-2 but with wide cab (W) for crew safety and comfort, and a cowl nose like the F-45, SDP-40F, etc. These have power only, no auxiliaries. GO Transit uses a rebuilt FP-7 at the other end of the consist which is a control cab and auxiliary power source, but no traction motors. GO Transit 9808-9814, built in 1973-'74, are the GP-40-2(W)s.

The GP-40P followed the GO Transit units into commuter service, but these are only found on Jersey Central (now N.J. DOT) lines in North Jersey. They are on a long frame, though shorter than that of the GO Transit units. They have dynamic brakes, large fuel tanks which make them useful as freight locos, and the flared radiator shutters found on the demonstrator GP-40X. The rear of the units are extended in a flat-ended, boxy manner like that on SDP units. CNJ 3671-83 were delivered in Oct. 1968 in B&O blue and yellow, in the days before Conrail.

Southern Pacific ordered the only three GP-40P-2's, numbered 3197-3199, in Nov. 1974. They went into commuter service the following July. These are simply DASH-2 versions of the Jersey Central units, but do have the extended-range dynamics. No. 3197 was one of SP's Bicentennial units.

The GP-40-2L(W) is Canadian National only model (9400-9632), with the wide cab as on the GO Transit units but a lightweight frame (L). These lack dynamics, but have large fuel tanks for freight service. Identical to the GP-40-2(W) model on GO Transit. These were built by GM London in 1974-'75.

Finally, we have the new experimentals. They are called GP-40X, but really should be GP-40-2X. These use a 16-cylindered 645F prime mover, turning at the higher 954 RPM, and D87X traction motors. They are a foot longer than the GP-40-2. The flared radiators have returned, and a new HTB truck with lower centerplate is very noticeable.

Also, GP-40X of 1977 shows a no-blister dynamic brake grid, breaking a long tradition. I am not sure this flat grid even is for dynamics. The units are too new and too secret thus far; do they, indeed, have dynamic brakes? Twenty-three of them are out testing on UP, SP, Santa Fe, and Southern. They are rated at 3500 hp and could possibly become a new model, such as GP-50.

Meanwhile, the popular GP-40 and its DASH-2 sisters continue to roll freight nationwide, in Canada and Mexico too. They are fine engines and will be around for a long while.

KEEP SENDING diesel news and diesel books for review to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

Keep us posted on those 23 new units
that the Union Pacific, Southern Pacific, Santa Fe,
and Southern are now testing.

CABOOSE IN A GHOST TOWN

FOR A FEW YEARS, about seven decades ago, the mining town of Rhyolite, Nevada, anchored itself on the windy Amargosa desert and tried not to be blown away. It failed, losing in the end not to nature's winds but to economic storms that all but cleared the desert of any signs of the once rollocking Rhyolite.

Retired Union Pacific conductor Marion Walker and *Beaver County News* editor Red Wilson, of Milford, Utah, recently visited Rhyolite as part of their on-going exploration of desert mining towns. They found three remaining structures . . . and six citizens. The three structures—the old train depot, Bottle House, and caboose 3303—hint mutely at what had once existed there.

Rhyolite's story began in the summer of 1940 when two travelers discovered gold. By winter the town had more than 1,000 residents, to whom water was apparently almost as important as gold. A barrel of water hauled three miles went for cost $5, an atrociously high price in those days.

Like other mining towns, Rhyolite didn't just grow. It exploded into a city of prospectors, speculators, spectators, and hangers-on. In a year's time it had wide roads, automobiles, hotels, a school, a newspaper, and three pipelines hauling water to the citizens. And, it had three rival railroads under construction, each fighting to be the first to serve this boom town 120 miles north of Las Vegas.

The Vegas & Tonopah, connecting with UP at Las Vegas, got there first, in 1906. Next year brought the Bullfrog & Goldfield Railroad and the Tonopah & Tidewater. The three railroads shared in building what was then the most elaborate depot in the state, referred to in the press of that day as "The Dearborn Street Station of the West."

Sometime during those early years a saloon keeper built Bottle House, perhaps using the most readily available materials. The outer walls consist of 51,000 quart liquor containers laid in mortar.

What happened? Although the mines in the area were good, the ore failed to pay the costs of mining and milling, and too much of the wealth lay on Wall Street. The panic of 1907 swept much of the town away. By 1912 it was said a gun could be fired down the main street without endangering a soul. Railroads ended service, pulling up their rails and selling crossties to the highest bidder.

Caboose 3303, built for Union Pacific in 1903 by the Pullman Co., is part of the town today, although its arrival and reason for retirement in Rhyolite are unrecorded. The hack was used all over the UP system until 1928—14 years after the last train left Rhyolite. According to John Grimshaw, writing in *Union Pacific Info,* the town—or what's left of it—is now owned by Frederica Westmoreland. She lives in the depot and is one of the proprietors of the museum. ●

Ruins of once-prosperous general store at Rhyolite ghost town in Nevada desert, built in 1906, the year *Railroad Magazine* was founded. (Left to right) Marion H. Walker, Box 87, Milford, Utah 84751, who supplied these two photographs; his wife, and Donna Wilson. Temperature was close to 100.

INFORMATION BOOTH

ASK BARBARA. Railroad questions are answered here—as many as space permits.
Address Miss Barbara Kreimer, *Railroad Magazine,* 150 East 58th Street, New York, N.Y. 10022.
No questions will be answered by mail or telephone.

Question: Is Conrail still running in the red?

Barbara: Yes. Consolidated Rail Corp. continues to show deficits, with a fourth-quarter loss of $76.8 million, bringing the all-1977 loss to $3666.6 million. Conrail doesn't expect to improve its financial status this year. Much of the loss is attributed to severe winter and the coal strike. Edward G. Jordan, chairman, says the coal strike had cost Conrail $7 million a week since it began in early December, 1977.

Revenues for 1977 final quarter were $826.4 million as against $802.2 million in the same period of 1976, when the loss was $139 million. Revenues for all of last year totaled $3.3 billion. No comparison is available for all of 1976, since Conrail began operations on April 1 of that year.

Question: When did the last regularly scheduled steam train run out of Detroit?

Barbara: This was on the second section of Grand Trunk Western train No. 21; pulled by 4-8-4 No. 6322, out of Brush St. station on March 27, 1960, bound for Durand, Mich. After GTW U-3b No. 6319 moved out with what was supposed to have been steam's final hour running out of the Motor City, so many tickets had been bought that a second section was run—with 21 cars, no less! Any readers ride this train? Any pix?

Question: Specs wanted on typical Porter narrow-gage diesel in 1940s.

Barbara: It was a four-wheel double power plant type with high speed generators and motors. Weighed 100,000 lbs., 6′3″ wheelbase, 33″ driving wheels, tractive force at 30% adhesion, 30,000 tractive force, 9′6″ tall, width 7′3″, and length over bumpers, 20″.

Question: Tell me about Pennsy's stone-arch bridge construction.

Barbara: In 1877, during the era of Pennsylvania Railroad's chief engineer William H. Brown, also the year of America's first major railroad strike, PRR embarked upon a major viaduct-building program using stone masonry. By the time they were completed, according to rail historian Bill Rapp, "The line had put up some of the largest stone bridges ever built." Pennsy erected large stone-arch bridges at Trenton and New Brunswick, N.J., and at Coatesville and Shock's Mill, Pa. In 1902, it opened the world's largest stone-arch bridge, the Rockville bridge across the Susquehanna River near Harrisburg. Brown also was instrumental in building the road's Wilmington viaduct, completed in 1908, that still carries trains four miles across the Delaware city.

Question: Who wrote the classic poem "Finnigin to Flannigan"?

Barbara: Strickland Gilliam, born at Jackson, Ohio, Oct. 9, 1869. As a boy, he had lived near railroad yards and grew up familiar with the language of block tower and signal shanty. Strickland intended to follow railroading, but drifted into newspaper work instead. His "Finnigan to Flanigan" made such a hit that folks kept asking him to recite it. Soon he had woven it into a lyceum program and a popular bit on Chautauqua circuits.

Gilliam averaged reading it about 150 times a year for 31 years, in more than 4500 public appearances. He traveled over 2,225,000 rail miles during his career as journalist, humorist, and lecturer. (The present-day Frimbo's getting close to that.) The poem is no longer popular because dialect verse and prose have passed out of public favor. Here it is:

Superintindint was Flannigan;
  Boss av th' siction was Finnigin.
Whiniver th' cyars got off th' thrack
  An' muddled up things to th' divule an' back,
Finnigin writ it to Flannigan,
  Afther th' cyars was all on agin—
That is, this Finnigin
  Repoorted to Flannigan.

Whin Finnigan furrst writ to Flannigan,
  He writed tin pages, did Finnigin.
He told jist how th' wrick accurred—
  Sure, minny a tajus, blunderin' wurrd
Did Finnigin write to Flannigan,
  Afther th' wrick was all on agin.
That's th' way Finnigin
  Repoorted to Flannigan.

Now Flannigan knowed more than Finnigin;
  He'd more idjucation had Flannigan,
And' it wore 'm clane an' completely out
  T' tell what Finnigan writ about
In 's writin' to Mister Flannigan.
  So he writed this here: "Misther Finnigin:
Don't do sich a sin agin—
  Make 'em brief, Finnigin'!"

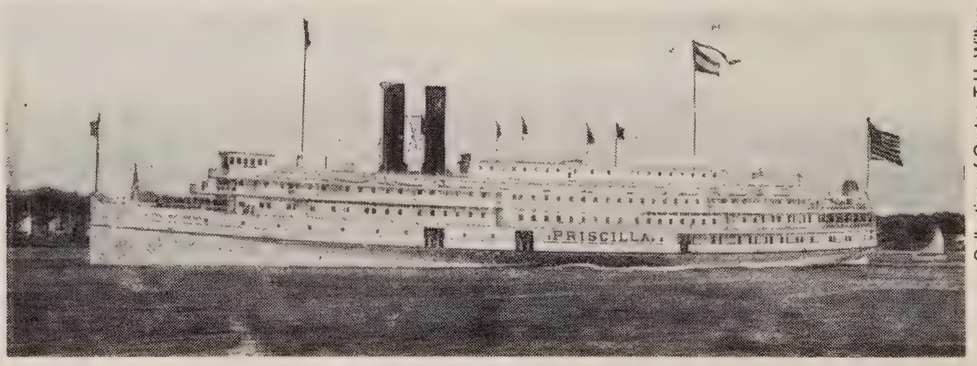
When Finnigin got that from Flannigan,
  He blushed rosy-rid, did Finnigin.
An' he said: "I'll gamble a whole month's pay
  That it'll be minny an' minny a day
Before sup'rintindint—that's Flannigan—
  Gits a whack at that very same thin agin.
From Finnigin to Flannigan
  Repoorts won't be long agin'."

Wan day, on th' siction av Finnigan,
  On th' road sup'rintindent be Flannigan,
A rail give way on a bit av a curve
  An' some cyars wint off as they made th' shwerve.
"They's nobody hurted," says Finnigan.
  "But repoorts must be made to Flannigan."
An' he winked at McGorrigan,
  As married a Finnigan.

He was shantyin' then, was Finnigan,
  As minny a railroader's been agin.
An' 's shmoky ol' lamp was burnin' bright
  In Finnigin's shanty all that night—
B'ilin' down 's repoort, was Finnigin
  An' he writed this here: "Misther Flannigan:
Off agin, on agin, gone agin.—Finnigan."

Question: Info wanted on Canadian Northern Ry.

Barbara: The railway was incorporated in July, 1899. It began with a few



Collection of Gorton T.H. Wilbur

Boston boat train connected with Fall River Line *Priscilla* for many years.

Collection of Gorton T.H. Wilbur

Canadian Northern Pacific 702, built by Montreal Locomotive Works in 1913, had 69″ drivers.

small and local roads in northern parts of the prairie provinces, but by 1908 it was operating trains between Winnipeg and Edmonton, Winnipeg and Port Arthur, and had increased its mileage in the prairies generally. It acquired lines linking Montreal to Joliette, Riviere a Pierre to Hawkesbury, and Hawkesbury to Ottawa, and had taken over the Montfort colonization line from a point north of St. Jerome to Montfort in the Laurentian Mts. It also branched out in Nova Scotia, taking over the Central Ry. from Middleton to Lunenburg.

By 1915 Canadian Northern had a transcontinental stretching from Quebec to Vancouver. Two years later it had financial trouble and the Canadian Government took it over. In Sept. 1918, the Government placed a new board of Canadian Northern directors in charge of operations of Canadian Government Rys. The Canadian Northern itself remained a separate entity until 1919, when it joined the newly-formed Canadian National System.

Question: I'm a retired Cotton Belt roundhouse foreman. Does the change in the Social Security benefit formula affect the two-tier railroad retirement annuity formula?

Barbara: Yes. Tier I portion of railroad retirement and survivor annuities is computed in generally the same way as a Social Security benefit, but is based on combined railroad retirement and Social Security credits. Since the tier II portion of survivor annuities is generally 30% of the tier I amount, the change in the Social Security formula affects both tiers of survivor annuities.

Question: When did the New Haven first run the boat train with cars marked Fall River Line.

Barbara: The first trip of the boat train with the cars marked Fall River Line was made on June 10, 1922. The train, consisting of steel combination baggage and smoker 6007, and steel coaches 8082, 8083, 8084, and 8090, and Pullman car Dighton, hauled by New Haven engine No. 807, left South Station for Fall River, Mass., and connection with the famed Fall River Line for the overnight trip to New York via Narragansett Bay, Block Island, and Long Island Sounds and East and North Rivers. The two Fall River Line sidewheelers used at that time were the *Priscella* and *Commonwealth*. Those who ever sailed on these ships will long remember the fine trips.

Question: How was Seaboard Air Line formed?

Barbara: SAL, before becoming part of Seaboard Coast Line, was a consolidation formed in 1915 of the Seaboard Air Line Ry. and the Seaboard Air Line Ry. Co., formerly the Carolina, Atlantic & Western Ry. The Seaboard was created April 10, 1900, through a court order changing the name of Richmond, Petersburg & Carolina R.R. to Seaboard Air Line Ry.

Question: Did Smithsonian Institution recently get a new locomotive?

Barbara: Yes. No. 3, the *Olomana,* built by Baldwin in 1883 for the 3-foot gage Waimanalo Sugar Co. of Oahu, Hawaii. The 0-4-2T was donated last year by Gerald W. Best, rail historian and vice president of The Railway & Locomotive Historical Society. The engine was retired in 1944. Jerry bought her in 1948. She is now in the Smithsonian on an elevated display where visitors can walk under her. She stands in Railroad Hall with Camden & Amboy 2-4-0 No. 1, the *John Bull;* a Camden & Amboy coach; a Cumberland Valley 2-2-2T No. 13, *Pioneer;* Southern Ry. Pacific No. 1401; open cable car No. 14 of the Seattle City Ry., and No. 303 of Capital Traction Co. A good trip this summer or fall would be to visit them.

Question: What is current mileage of Burlington Northern, Conrail, Santa Fe, Southern Pacific, Southern, Milwaukee Road, Chicago & North Western, Union Pacific, Missouri Pacific, and Illinois Central Gulf?

Barbara: All ten roads represent a total mileage of 122,102. Broken down as of early this year it's: BN 22,703; Conrail 17,000; SF 12,395; SP, 11,346; Southern, 10,509; Milwaukee, 10,098; C&NW 9,987; UP 9,444; MP 9,436, and ICG 9,184.

Question: Did British Rail recently set a passenger train speed record?

Barbara: Yes. On its first passenger-carrying run from London to Edinburgh, last year, British Rail's *Inter-City* 125 high-speed train clocked the record time of 5 hours and 7 minutes for the 393-mile journey from King's Cross. Hitting 125 mph north of York, the train dashed into Scotland's capital fully 20 minutes faster than the previous fastest time, made by the *Flying Scotsman*. Lea Valley Railway Club organized the speedy trip as an excursion, chartering the HST as fund-raising for charity. Maybe some British railfans can fill in details with photos.

Question: Was there ever an underground railway in a desert?

Barbara: It may be hard to believe, but Nevada once had a subway. Under the hills of Eureka, then a bustling mining town in the Diamond Mountains, a subway was dug con-

necting the town's two breweries with its saloons. Several stores, a school, and some homes also had access to the tunnel. Who knows the date or what happened to it? Any pix around?

Question: What type steam power did Northwestern Pacific use in early 1920s?

Barbara: NWP operated Eight-wheelers, Ten-wheelers, Moguls, and some leased Espee Consolidations on its line from the terminals on San Francisco Bay at Sausalito and Tiburon to Eureka, Calif., near the Oregon border. Steam lasted until Sept. 1953.

Question: Any early rail history of Canada's Prince Edward Island?

Barbara: When PEI entered the Canadian Confederation in 1873, its rail system was just being built. In April, 1875, the island's 210 miles of line were taken over by the Ottawa Government and opened for traffic. As late as last year, while on a visit, I noticed some CN railroad action on this beautiful island in the Canadian Maritimes.

Running Extra

ANSWERING a recent query by John F. Campbell: the Missouri Southern, an independent shortline, ran east from Bunker to Leeper in southeast Missouri, connecting at Leeper with the St. Louis, Iron Mountain & Southern (later Missouri Pacific) mainline to Little Rock. It had 3 locomotives, 3 passenger cars, 17 freight and non-revenue cars, and 54 miles of track. Traffic was mostly forest products, stone and gravel, and produce.—Constance M. Morrell, 14785 152nd Ave., Grand Haven, Mich. 49417.

I WANT B&A pix and info, particularly Steven Salisbury's book, *Boston & Albany*. Did the B&A paint scheme differ from the New York Central's? What were the marker lights of a regular train?—P.C. Vilandre, 125 Lancaster Ave., Lunenburg, Mass. 01642.

WHO has pix, slides, negs. of Reading, LV, Lehigh & New England, and PRR in Schuylkill County, Pa., especially RDG's first-generation diesels on Frackville grade? I also need info and pix of RDG passenger train *The Schuylkill* behind a G-3 class Pacific, and timetables showing the train.—Tom Hughes, Jr., 612 Ridge Ave., Pottsville, Pa. 07901.

UNIFORM BADGES and caps from the Rio Grande, D&H, T&P, and Erie are wanted by Tom Savio, Box 3550, Pasadena, Calif. 91103.

I'M LOOKING for a conductor's brass lantern and other rr. lanterns with solid bell-type bottoms.—Bill Gates, 607 Dawson St., Uhrichsville, Ohio 44683.

WHAT WAS the greatest number of Southern, SAL, ACL, FEC, and CofG diesel units involved in an accident either on one or multiple trains? Any pix available of Alco RS3s that figured in accidents on SAL or Southern?—T.F. Meroney, Box 15, 438 S. Main St., Mocksville, N.C. 27028.

I NEED a good comprehensive list of rr. radio frequencies. Is one available?—Harry Sievers, 21 Gates Ave., Malverne, N.Y. 11565.

WANTED: brief history and map of Chicago & Illinois Midland Ry.—Marcel Deschambault, P.O. Box 453, Vald'Or, Quebec, Canada J9P 4P5.

WHAT did the initials P&R stand for on a stove, dated 1875, in the Carlisle, Pa., depot of Cumberland Valley Railroad?—Terence J. Maloney, 1235 Gunderson Ave., Berwyn, Ill. 60402.

SANTA FE 4-8-4's of the 3776-3785 series were equipped with crossheads with unusual extensions on the bottom. From the side they appeared to have an X-brace configuration that in crosssections were V-shaped. These extensions were not part of the crossheads on any other Santa Fe 4-8-4's or other locos to my knowledge. What was their purpose or engineering design?—J.W. Mathews, P.O. Box 18-007, Seattle, Wash. 98118.

AS FOR ELECTRIC LINES in Iowa after World War 2, the Fort Dodge, Des Moines & Southern continued operating at least until 1948. I rode the Des Moines& Central Iowa fast "Perry Line" in 1947 and '48. The very short Iowa Transfer Ry. was still electric in 1948. I rode the Des Moines Railway's Fort Des Moines line in the fall of 1955, but believe it was abandoned soon after. In 1946 I saw an electric line running out of Mason City and/or Clear Lake. Anyone know its name? I am certain there was no Des Moines & Southern. Except for the Ft. Des Moines line of the Des Moines Ry., all electric lines around that city had been abandoned or converted to freight-only diesel service when we visited area in 1955.—Dale Gunnar, 4106 S. Staples, Corpus Christi, Texas 78411.

WHEN DID the name *Federal* come into use for the Boston to Washington express train?—Edward J. Colgan, 172-12 Crocheron Ave., Flushing, N.Y. 11358.

WILL WHOEVER purchased the collection of steam loco diagrams owned by the late R.E. Hammons of El Dorado, Ark., please contact me. I need copies of any that came from roads absorbed into the Southern Pacific. In addition, I seek some from the SP itself which have not been located up to now.—Gordon Y. Mills, 1159 Loma Sola Ave., Upland, Calif. 91786.

I WANT pre-1940 picture postcards of rr. and trolley scenes for a postcard book.—Joseph Silver, 6705 Kindred St., Philadelphia, Pa. 19149.

PLANNING a railroad museum display of dining-car chinaware. I need items from the Milwaukee, IC, L&N, Southern, Central of Georgia, C&NW, GN, Monon, Soo, FEC, SAL, Rock Island, C&EI, or others with railroad emblem or train showing on top.—Marv Doudna, Box 640065, Miami, Fla. 33164.

ANSWERING a Jan. '78 query: another case where patrol dogs were used to protect railroad property was by the New Haven R.R. during World War 2 at the Poughkeepsie bridge in New York.—Henry P. Stearns, 43 Beach Ave., Watertown, Conn. 06795.

WANTED: short history of Minnesota Western R.R.—Carl F. Ericson, 2421 Glenwood Ave., Minneapolis, Minn.

DID the LV ever have Mallets, 0-4-0s, or 0-6-0s?—Thomas Bartkovsky, 14 N. 14th Ave., Manville, N.J. 08835.

WHO CAN TELL me what C&EI R.R. and 36th A.M.P.-H.B.S. mean on different sides of a plated railraod spike?—Arthur F. Lawrence, 1638 Jaeger Ave., Louisville, Ky. 40205.

ANYONE KNOW of a book on the Boston, Revere Beach & Lynn? I want material and pix of that line. Write before sending items.—Rev. William C. Stearns, 1304 4th St., Havre, Mont.

LAST SUMMER Prime Minister Trudeau crossed Canada in a private railway car with his three sons. Was this a special coach or one selected by the Canadian National from its own consist?—Lorne Muirhead, 8915 Hadden St., Fort Langley, B.C., Canada.

IN A RECENT issue of *Railroad* a picture showed a broad, diagonal stripe on some boxcars above the reporting marks. What is it? I have seen these stripes on old Pennsy, D&RGW, and other road's boxcars. Apparently it's now obsolete, as I haven't seen them on newly painted cars.—F.W. Plack, 939 Rita Dr., Pittsburgh, Pa.

INFO WANTED on Ocean Shore R.R. that ran between San Francisco and Santa Cruz., Calif., which I rode in 1911; also the Gulf & Ship's Island running between Gulfport and Jackson, Miss., which I rode in 1917.—S.R. Fitch (member of BofLE 126), 2533 Rose Marie Dr., Bakersfield, Calif. 93304.

WHAT WAS the wheel arrangement of the Atlantic & Danville's largest steam locomotives? The road is now referred to as Norfolk, Franklin & Danville.—Doug Andrews. P.O. Box 104, Blackstone, Va. 23824.

IN SEARCH OF STEAM

With Mike Eagleson

ROYAL HUDSON No. 2860 made a whirlwind tour of eastern Canada. On April 11th I crossed the Dominion's border to take pictures of the 4-6-4 hauling the British Columbia historical display train between Montreal, Quebec, and Toronto. But the sullen weather didn't cooperate. Clouds, rain, and fog nearly ruined an otherwise good opportunity to photograph the 75-inch-drivered passenger engine working at speed. She ran like the wind, with a sleek pair of CPR B-unit diesels lashed in behind the second tender and fuel car. The engineer in the steamer's cab controlled those units. As you read this, the Hudson will be back on her home rails in B.C. Later this summer, she will doublehead with ex-CPR 2-8-0 No. 3716 for a spectacular first run of its kind in British Columbia.

Regarding Canadian steam, Canadian National's beautiful 4-8-2 No. 6060 is operating again this summer on a schedule of Saturdays and Wednesdays until September 2nd between Toronto and Niagara Falls, Ontario. I have no further news on the widespread rumor circulating last year that the CN inspected and was considering repairing Mountain No. 6015, currently on display at Jasper, Alberta.

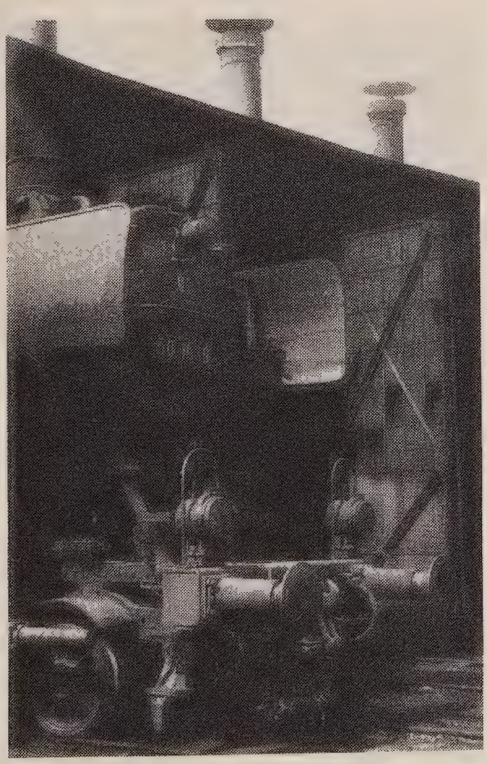
THE 2102 BOOSTERS, P.O. Box 484, Bridgeville, Pa. 15017, is an action group of steam preservationists who want to return the handsome ex-Reading No. 2102 to mainline excursion service. They would like everyone who has ever photographed or ridden behind this giant Northern to donate two bucks so that repairs can be made on her for that purpose. The organization says: "Due to financial obligations incurred from past operations, plus inflation, escalating costs, etc., we urge you to become a 2102 Booster." Without generous railfan support, the 4-8-4 may never run again.

Another ex-Reading 4-8-4, the 2101, also is in the news. On the cloudy and dank April 26th I drove to Elsmere Junction, Dela., to photograph her, fresh from a full overhaul for the Chessie Steam Special. I wanted to see her pull a test freight run to Baltimore, Md. Running light from her old home town, Reading, Pa., the extensively-rebuilt Northern, owned by Ross E. Rowland, Jr., reached the Junction in late afternoon. In due time the ground shook and the nearby highway traffic noises were drowned out as Ross hauled back on the throttle and the T-1 did what she was designed to do—she moved merchandise over the steel. Naturally, I found this experience and the photos I made well worth the drive from my home in New Jersey.

WORK IS PROGRESSING on the restoration of behemoth ex-Norfolk & Western 2-8-8-2 No. 2050, class Y-3a, now preserved by the Illinois Railway Museum at Union, Illinois. Members have added the long-missing number plate, markers, and headlight; and the locomotive could be made to run again, says *Interesting Railfan* Bruce Russell, 240 Mt. Vernon Place, Newark, N.J. 07106.

ACCORDING to the Pacific Northwest Chapter newsletter, *The Trainmaster,* the Portland Rose Festival Association is interested in running ex-Southern Pacific, ex-American Freedom Train 4-8-4 No. 4449 between Portland and Wishram during the 1979 Rose Festival. This would be good news for all, like myself, who want to see a *Daylight* class burnish the rails again.

Photograph by Jim Herron



A German Federal Railways 2-10-0 basks under summer sun at Limburg, West Germany, roundhouse in June, 1967, when road was 90% steam.

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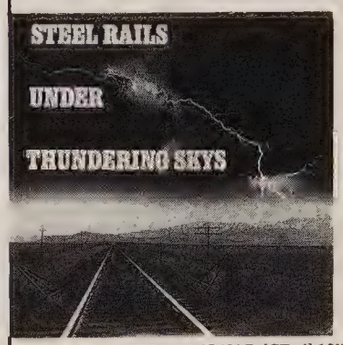

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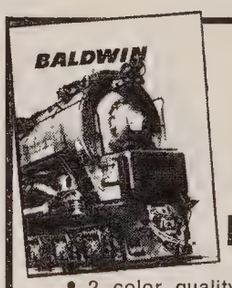

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Crowd gathers around British Columbia Museum Train at Montreal's Jean-Talon Station on April 7, 1978. Her two diesel mates were discreetly sidetracked after arrival. Ex-CPR 2860 4-6-4 was assisted by the two diesel B units during her long journey across Canada. Mechanic crouched in front of stack adjusting coat-of-arms. Lack of advance publicity reduced number of visitors who saw this attraction at Montreal.

"IN HERITAGE PARK at Huntington, W. Va.," writes Robert J. King, 3466 February Dr., Cincinnati, Ohio 45239, "there are a Baltimore & Ohio 2-8-2 numbered 4559 and a B&O day coach on the same track behind her." Unless I am mistaken, the locomotive is actually ex-Elk River Coal & Lumber No. 11, long stored in the Huntington yard. However, I'd like to see a picture of the little Mike in her new B&O livery.

GARY R. SHAMEL, 61 Alcott St., Acton, Mass. 01720, has changed his mind about the letter he sent us regarding Steamtown that we published in our January column. He says it was "intemperate, unfair, and ill-considered . . . following a misunderstanding which would better have been forgotten." He now tells us: "Steamtown's adv. concerning their Railfans Week-end is not misleading. It invites readers to write for details; that should be sufficient. They (Steamtown) are not obliged to include in their advertising a complete schedule of the proposed events. Steamtown, as a private business, is entitled to operate and charge admissions as they see fit. It is up to the individual to decide whether or not he is willing to pay the price. I was wrong to call Steamtown 'overpriced.' I hope your readers will not be dissuaded from a pleasant and worthwhile visit as a result of my letter."

New Steam Book

LOCOMOTIVE QUARTERLY, WINTER '77/78, 80 pages, 11x8½", soft color cover, Metaphor, Inc., P.O. Box 288, Homewood, Illinois 60430, $6 per copy, or $20 per year for 4 issues.

Photograph by Mike Eagleson

Ex-CP Royal Hudson 2860 hauling British Columbia historical display train in rain at Belleville, Ont., in April.

Cornelius W. Hauck. 8400 Summerhouse Rd., Cincinnati, Ohio 45243

Last steam run on the East Jordan & Southern in northern Michigan by a Michigan railroad club in August, 1961, with Mogul No. 6 doing honors.

This quarter's issue features almost everyone's favorite Pacific, the Erie's famous K-5 series. The debut of these engines through various modifications is well covered. Of special interest is the depth description of their early U.S.R.A. days, followed by the decades during which they were the Erie's standard mainline passenger power. Their final years were spent with shorter tenders hauling commuter trains into and out of Jersey City. The *Quarterly* also features the classic power of the Virginia & Truckee as well as Espee action at Lafayette, La. Finally, a broad potpourri from the best of 50 years of train photography by *Interesting Railfan* F. Wesley Krambeck. Among others are some beautiful locomotive studies on the Mopac, Rock Island, Santa Fe, and Frisco. The printing is excellent, as usual, and the landscape format effectively shows off the sharp locomotive portraits.

LACKAWANNA HERITAGE, 1947-1952, by John Krause and Ed Crist, 52 pages, soft cover, 63 photos, map, Railroad Heritage Press, 424 W. 33rd St., 7th floor, New York, N.Y. 10001, $4.

This is the first of a new series which I'm looking forward to seeing more of. A high-quality pictorial covering Lackawanna's final days of steam and first-generation diesels. All illustrations are from the cameras of Robert F. Collins, John Krause, and John L. Treen. Photo selection, reproduction, and layouts are superb, with just enough caption data to keep you interested. The book is primarily a photo album of outstanding views of the Route of Phoebe Snow.

Photograph by Bruce Russel

At the Illinois Railway Museum in Union, Ill., is ex-Norfolk & Western 2-8-8-2 No. 2050 class Y-3a. An interested party could make her run again. As things stand now, she is rapidly undergoing deterioration.

Entrance to Railroad History Building of the California State Railroad Museum, to be located near Sacramento River and due for Spring 1980 opening. It will house over 60 exhibits, including authentically restored vintage railroad equipment.

HOBBY CLUB

conducted by Sy Reich

BIGGEST PIECE OF NEWS at the 58th annual meeting of The Railway & Locomotive Historical Society, Inc., held recently in Cambridge, Mass., was the report by Fred A. Stindt, chairman of the Pacific Coast Chapter, that the Calif. State Railroad Museum, which held ground-breaking ceremonies in April should be ready for inspection during spring of 1981. Fred said—and the directors agreed—it would be most fitting to hold the Society's 1981 annual meeting in the San Francisco-Sacramento area because of the new museum and so that visiting members could see, for the first time, the large collection of historic Western locomotives, rolling stock, and other railroadiana loaned by Pacific Coast Chapter under one roof at Old Sacramento.

Interesting Railfan Howard F. Greene was re-elected prexy, to the surprise of no one. With the directors' approval, he said the Society, instead of having its originally scheduled meeting in Chicago next year, will be hosted by the Southern Calif. Chapter, with Bill Fletcher as chairman. Together with Charlie Stats, Bill Volk, John Leamy, and Don Davis, the chapter will work things up in Chicago for 1980, and the Pacific Coast, with a full platter of Sacramento events, will be home to the clan in 1981.

Along with Howard's re-election Fred Stindt was re-elected veep, plus John Alden as secretary, Stuart Forsythe as assistant secretary, Bill Webber as financial secretary, and H. Arnold Wilder as treasurer. Re-elected to the Board were Jerry Best, Fred Stindt, Arthur Dubin, and Bill Withuhn, all of them *Interesting Railfans*. Four new directors were added: Willis (Dutch) Hendrick, Southern Calif.; *Interesting Railfan* Arthur L. Lloyd, Pacific Coast; Charlie Smith, New York Chapter; and Charlie Stats, Chicago Chapter.

Howard's gracious wife, Mildred, set feminine hearts aglow by presenting an orchid to each lady, prior to annual meeting luncheon. It was a fitting tribute to our gals, who made treks to South and North Station areas, rode the trolley cars, and listened to a lot of railroad this and that when maybe some of the shops held a greater appeal. The females who tolerate us railfans, with all our guff, stuff, and such, just have to be the greatest around.

While touring New York State's Southern Tier this summer, if you can't find Hank Sommers at WINR radio station at Binghamton, look for him at Tioga Transportation Museum in Flemington, N.Y., along with museum director Jim Mead. Either Hank or Jim will show you around this interesting Museum. It's located in a former Lehigh Valley depot on Rte. 38, about 4 miles north of Owego, and Rte. 17, the Southern Tier Expressway. You'll see a saddle-tank Vulcan, ex-12 of the Dexter & Northern, from up Watertown way, built by Baldwin in 1918 and acquired last fall from a New York State amusement park. Hopefully, it is in service this summer.

Another addition to the Museum, according to Hank, came the day before last Christmas, when Conrail's Endicott local train delivered to Owego the ex-LIRR 6-bedroom, parlor-lounge car *Poquott*. Don Jilson of Lowman, N.Y., who owns the car, hopes to refurbish it in its original Pennsy livery as *Pine Falls*. Pullman built it in 1939 for the Pennsy. It was sold to the LIRR in the early fifties for use on their all-parlor Montauk run. Bill Rugen remembers it and could tell you a story or two on its operation.

Along with other railroadiana, including a steam crane, a four-man handcar, a rail velocipede, and of course the restored depot, the Museum displays horse-drawn vehicles and antique automobiles. It is open Wednesday through Sunday all summer and on Sat., Sun., and holidays from May 1st through Oct. 30th. Admission is $1 adults, 50¢ for kids, and includes train trip when operating. For group rates and other info contact Tioga Transportation Museum, Talcott St., Owego, N.Y. 13827.

Doug Conrad reports in Gary Pollock's Scotian Railroad Society newsletter, *SRS News,* that SRA will hold its first members' photo contest this fall. All types of pix, b&w and color, and 35mm slides in steam, diesel, action, roster, or whatever, taken in 1978. We understand there will be a good first prize. The judging will be held at one of the Society's fall monthly meetings. SRS members can get details from Doug,

P.O. Box 798, Armdale Postal Station, Halifax, N.S., Canada.

Gary also writes that the Canadian Railway Historical Assn. diesel railcar CN 15824 is alive and well and is operating again, following severe mechanical illness. The regularly scheduled passenger train runs on Sundays, between Hays and Barrington (at the CRHA's Delson, Que., Museum site).

An historic piece of railway equipment, existence unknown for many years, has been donated to the Fort La Reine Museum near Portage La Prairie, Manitoba. During the final years of construction, Canadian Pacific general manager William C. Van Horne directed operations from luxurious railway car CPR 10. Rebuilt from a passenger parlor car in 1882, it was used by Van Horne until 1885, when a new car, the *Saskatchewan,* replaced it. Car 10 was sent to Winnipeg for use by the Western Division superintendent. Its last years of service, 1938-'56, were spent operating out of Medicine Hat, Alberta. After that and until 1976 it was on a farm near Delta Marsh, Man., when it was "discovered" and transferred to the Museum, where restoration plans are under way.

Lauretta S. Fluitt, wife of railroader Fred B. Fluitt, with her women's club is restoring the old Kansas City Southern Ry. depot in DeQuincy, La. She is looking for artifacts which depict early Louisiana railroading. Write her care of DeQuincy Railroad Museum, Inc., Box 625, DeQuincy, La. 70633.

R.H. Bischoff, 8 South 261 Derby Court, Naperville, Ill. 60540, expects to move this summer to Charlotte, N.C. He'd like to know of any railfan action in the Charlotte area, or anyone interested in railroads, book stores, or magazine stands there. Give Bob and his family a typical Southern welcome to his new home.

While the Tenn. Valley Railroad Museum crowd are planning their 10th Autumn Leaf Special runs on Oct. 14-15 and 21-22, club newsletter *Smoke & Cinders* tells of something that I myself would like to see on July 14-16 at Adams, Tenn.; a steam threshing show staged by the Kentucky & Tennessee Threshers.

You might be ducking a heat wave at the shore, in the mountains, or sitting on an ice cake in your bathtub, but don't let the weather fool you. It's later than you think. One of New England's top fall railfan trips is waiting in the wings. Jerry Angier writes that the Railroad Enthusiasts' Portland Division 470 Club will run its annual Gorham trip on Sept. 30 at $25 for adults, $17 for kids.

The following day is the always-popular round trip over the Grand Trunk to Island Pond, Vt., $29 adults, $20 kids. Jerry is especially happy that 470 Club is able to keep Island Pond trip, at least this year, under thirty bucks. These tickets go quick. Rather than have somebody else tell you what a good trip he had, contact Jerry for details at 79 Hillside Ave., South Portland, Me. 04106.

Connie Milster, Jr., steamship historian, whose bride owns one of the cars at Branford Trolley Museum, says the City of Detroit is working with a group which hopes to make the old car ferry *Lansdowne* into a restaurant. The proposal is to have passenger cars on deck with kitchens below. At least one engine would be restored. The primary search is for coaches (not diners) somewhat like those used on High Iron fantrips. If you know about such coaches, contact Robert Shirney, Community and Economic Development Dept., City of Detroit, 150 Michigan Ave., Detroit, Mich. 48226.

No Fanclubs in Mexico? Don't kid yourself. Hector Lara Hernandez writes that last November a group of railfans and modellers got together and formed *Club Amigos del Ferrocarril A.C.,* or Friends of the Railroad. He says immediate plans are to organize a railroad museum in Mexico City, upgrade an abandoned narrow-gage line near Mexico City, and, if possible, rebuild an old steam locomotive. Membership costs $300 in Mexican money, or 13 U.S. dollars. Their agenda includes running rail excursions and other social activities to raise funds for these worthwhile projects. Meetings are held on Saturday evenings; everyone is welcomed. Get info from Hector at Colina de las Termas 168, Residencial Bulevares Pte., Cd. Satelite, Estado de Mexico. (Phone: 560-56-02.)

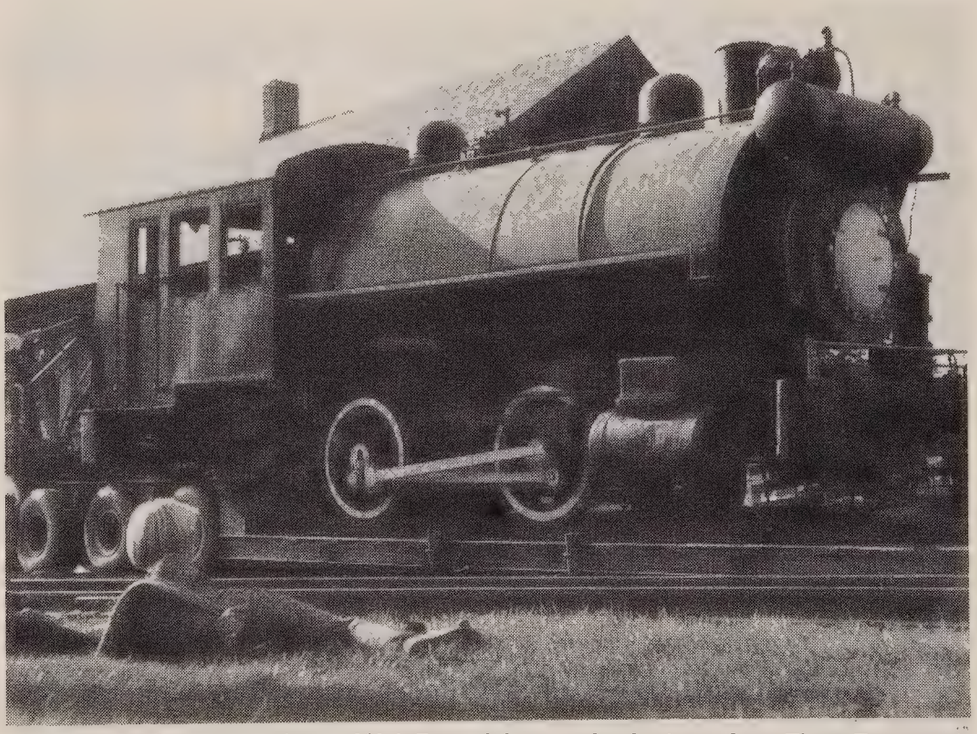
Allan Vaughn, NRHS president, feels sure this year's convention in the Pacific Northwest will be a success, and I see no reason why it shouldn't be. He reports that Cannonball Rail Excursions is offering an escorted ten-day sea-rail-air tour of Alaska, leaving Vancouver, B.C., on Tuesday, Sept. 5th, following end of convention, and winding up at Anchorage on Sept. 14th. Get details from Cannonball, P.O. Box 2066, Augusta, Ga. 30906.

William Wollet, RD 1, Box 160, Fowler, Ohio 44418, buys and trades railroad pocket watches and switch keys. Brass and brass-topped rail lanterns wanted by J.D. Woodard, 517 Chickadee Dr., Apt. B, Little Rock, Ark. 72205. Elsewhere, G.L. Black, 1233 N. Elm, Ottumwa, Iowa 52501, wants a Pullman lantern and dining-car dishes.

Color posters of the new Boston & Maine GP40's will soon be available, if not now, in 8x10″ horizontal for both B&M employes and non-employes. For employes they cost $1.25 each, for the general public $1.50. Send to Public Relations Dept., Boston & Maine Railroad, Iron Horse Park, North Billerica, Mass. 01862.

Grant S. Allen, 711 Spring St., Sausalito, Calif. 94965, is writing for the his-

Photograph by Michael R. Eggleston



Small fry look on as workers of H.J. Russel, Inc., and volunteers from Tioga Transportation Museum ease former Dexter & Northern 0-4-0 saddle-tank No. 12 off flatbed trailer in front of Museum's home at former Lehigh Valley depot at Flemington, N.Y., last Oct. 10th. She had reposed at Skyline Park just west of Owego, N.Y., since 1964, when park owner George Smith bought her from the D&N. Now in good operating condition, she could be running this summer.

William J. Chestnut, 8 Shady Dell Lane, Bridgeton, N.J. 08302

Line-up at Strasburg Rail Road last year: 4-4-0 No. 1223, a Juniata graduate of 1906 (at far left), under steam; also a railbus and a rare ex-Reading 0-4-0 Camelback. Nearby is Penn. State Railroad Museum. (Don't tell anyone, but kid at left on rail violates safety rule.)

torical files of the American Train Dispatchers Assn. a chronological resume of the three different phases of the Sacramento dispatchers offices from about 1936 to 1950, the time he was working there. Also covered will be the Western Pacific during World War 2 period.

Located at the crossroads of the West, Salt Lake City, Utah, is the fine Promonotory Chapter of NRHS. A white back we mentioned about clubs meeting in railroad stations. We wondered how many clubs did that and where rail museums might be found. Phil Lavorgna, veep of the Promontory Chapter and museum director, 3223 W. 4460 South, Salt Lake City, 84119, says his chapter meets on the first Friday of each month at the Union Pacific station in his city. With Amtrak's *Pioneer* now operating, the station is open daily.

Pacific Coast Chapter, Railway & Locomotive Historical Society, "Gil" Kneiss presiding, held 1942 meeting in parlor car *Silver State,* which will be in new museum.

Lou Pardee, ex-NRHS prexy and now chairman of the board, calls West Jersey his home chapter. So does Bill Coxey. Bill tells us that West Jersey is completing a comprehensive history of the Reading Company's former Atlantic City Railroad. This well-maintained high-speed line brought about some of the world's fastest running, shortly after the turn of the century, between Camden and Atlantic City.

Operations included not only the mainline to Atlantic City, a branch serving the thriving industrial and agriculture region located between Atco and Mullica Hall, and the short suburban line to Grenloch, but were expanded by the late nineties to the seashore resorts of Ocean City, Sea Isle City, and Cape May. A dozen years later the Reading also served Wildwood and Stone Harbor by means of connecting shortlines.

With most of the text now completed, publication is likely early next year. However, says Bill, they need photographs of the railroad taken before 1933, the date that the Pennsy and the Reading consolidated operations in South Jersey, forming the Pennsylvania-Reading Seashore Lines, especially of the Wildwood passenger terminal. Contact William Coxey, P.O. Box 101, Oaklyn, N.J. 08107. ●

Pennsy Atlantic type No. 666 heads north from Elmira for Horseheads en route to Rochester, N.Y., in 1939. Leon A. Kreger, 6 Winterset Rd., Greenwich, Conn. 06830

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All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill O'Brien, advertising manager, Railroad Magazine, 150 E. 58th Street, 35th Floor, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: September issue closed June 15.)

For Sale Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

Michael Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam /diesel postcards, $1.75 ppd.

Big List Dining Car China, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long stamped addressed envelope to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

Paul Garde, 35-Slides Co., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

Old State, Railroad, and County Maps, 70 to 110 years old, all states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

For Sale: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

Tinplate Wide-Gage trains, accessories, catalogs, wanted!—Alden Miller, 3212-34th Ave. South, Minneapolis, Minn. 55406.

Send Long SSE for listing of over 50 railroad lanterns. Also switch keys, locks, and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

I Want to Buy railroad hardware, paper items, and magazines. Please furnish full description, condition, and price desired.—Rixon, Box 5063, Philadelphia, Pa. 19111.

Eleven Original Tom's clear plastic slipcovers for public tts., $6.75 per 100.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

Railroad Magazine 1939-'44, $2 each; 1945-'49, $1.50; 1950-'77, $1. Shipping 10 percent (50¢ minimum); no shipping cost if total is over $25. Texans add 5 percent tax. Give second choices. MR., RMC, Trains, Guides, others; prices vary. List SSE.—F. & W. Enterprises, Box 1451, Richardson, Texas 75080.

Timetables Public and employee. New list and specials monthly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518.

Makes a Fantastic Gift colorful trains on stamps, mounted on attractively designed page. Only $3.78 postpaid.—Warrentruss Company, P.O. Box 74, Luzerne, Pa. 18709.

Offering Railroad Items, memorabilia, history, for the new and old collector. Send SSE for list. Will buy quality railroadiana.—T&L Railroad, 4512 Montrose, Houston, Texas 77006 (713-523-4356).

Midwestern Rails! An interesting monthly newsletter about Midwest railroads with information, news, and photos. 12 big issues only $8. Money back guarantee. Rush to White Publishing, Box 286-R, Geneseo, Ill. 61254.

For Sale a new book, "Detroit, Its Trolleys and Interurbans." 48 pages, with photos and maps, $2.75.—Michigan Transit Museum, P.O. Box 12, Fraser, Mich. 48026.

Back Issues "Railroad Magazine" and "Trains," "Model Railroader," "Railroad Model Craftsman," "Model Trains," others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

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Eleven Original Tom's clear plastic slip covers for public timetables $6.75 per 100.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

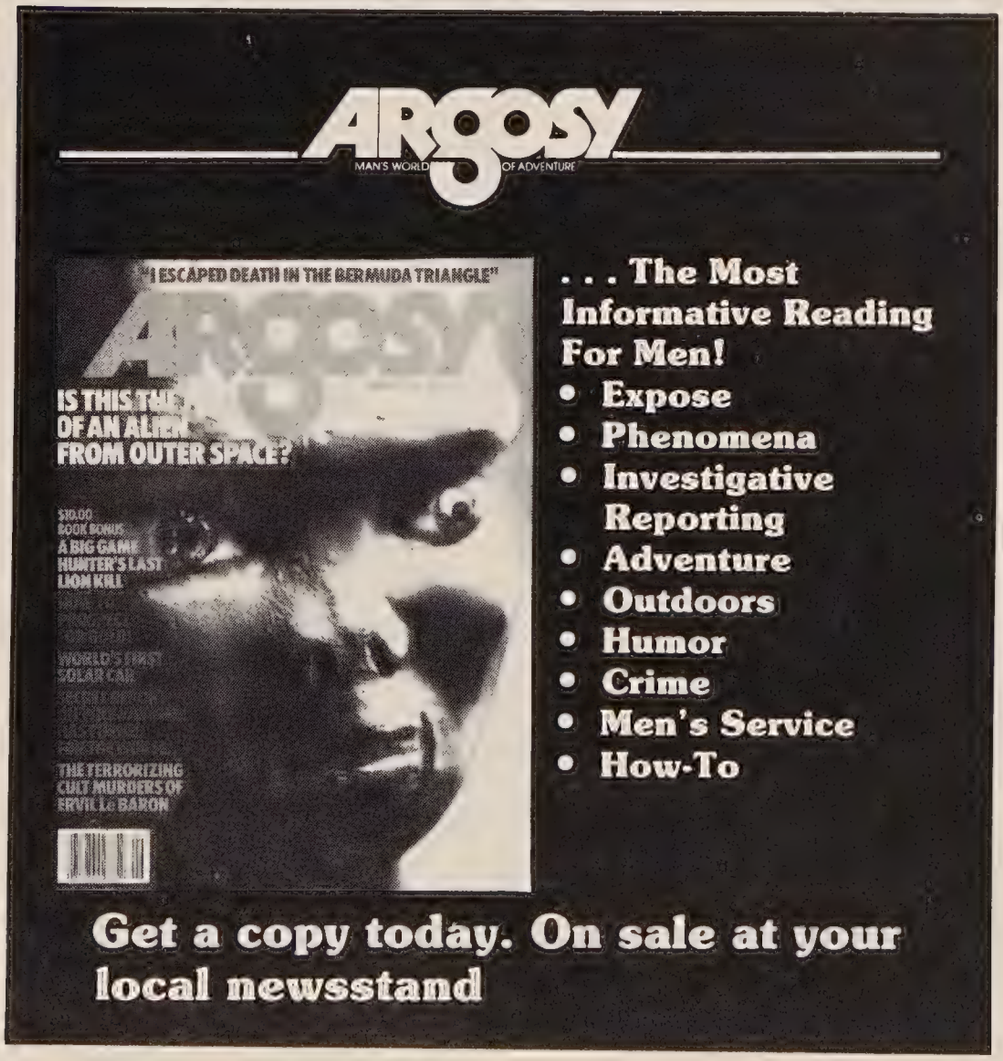
Magazines Bought/Sold—railroad, transit, employee magazines, fan club periodicals. Loose or bound copies, SSE for list.—C.N. Vallette, 1026 Claire Ave., Huntingdon Valley, Pa. 19006.

Railroad Magazine 1939-'44 $2 each; 1945-'49 $1.50 each; 1950-77, $1 each. Shipping 10% (50¢ minimum). No shiping cost if total over $25. Texans add 5% tax. Give second choices. "MR, RMC, Trains, Guides," others; prices vary. List SSE.—F&W Enterprises, Box 1451, Richardson, Texas 75080.

Chesapeake & Ohio Sounds, Vol. 1—"Working Steam and Men." Historical LP record. Recorded in 1950s by J.I. Kelly, a C&O operator-agent. $6.50 postpaid, record rate. Va. residents add 26¢ tax.—C&O Historical Society, Inc., 36 Inglewood Dr., Hampton, Va. 23666.

Yes, I'm Still Collecting old RR stock certificates, Poor's /Moody's Manuals, junk ticket daters. Have any? Swap too.—Bob Greenawalt, 9239 De Adalena, Rosemead, Calif. 91770.

Canadian Pacific in the Rockies, a pictorial review of the CPR between Calgary and Revelstoke since 1938. Send money order for $3.50 to BRMNA, 5124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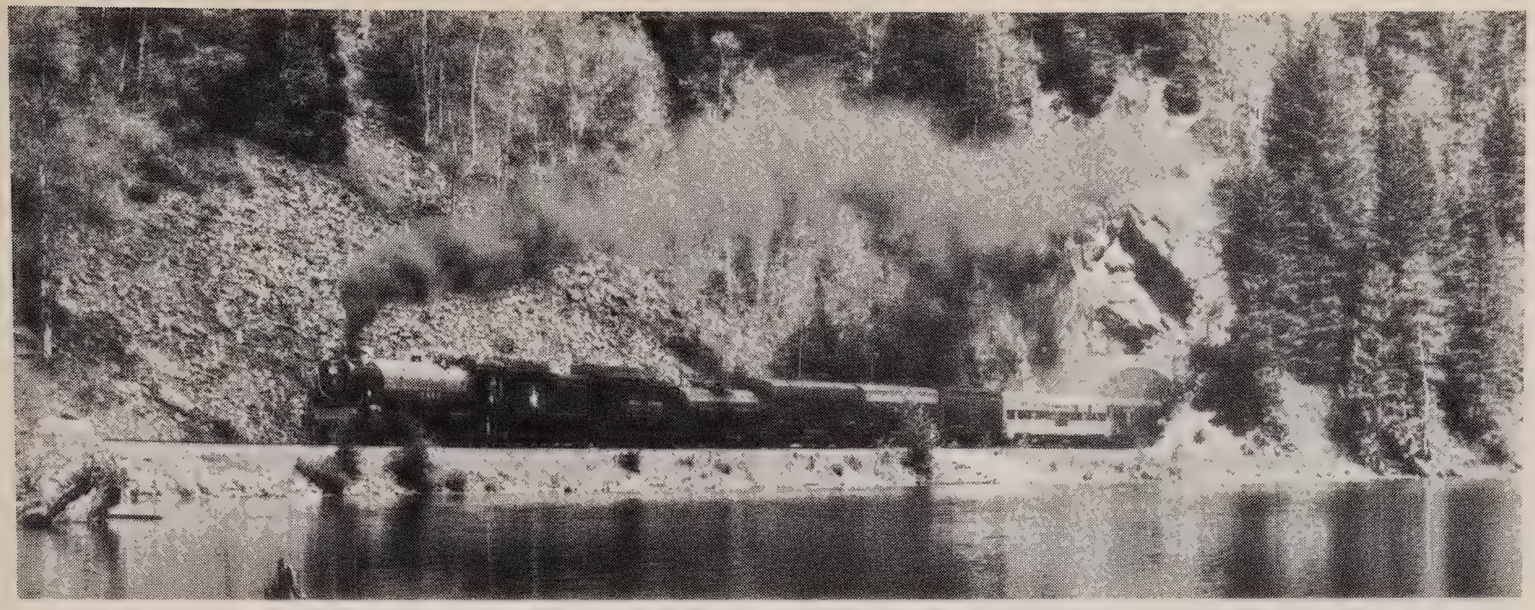

Canadian Pacific passenger extra B.C. 2860 West running along Summit Lake in Eagle Pass, milepost 9, Shuswap subdivision on May 7, 1978. "Discover British Columbia" tour train was nearing end of its very rewarding 7000-mile journey across Canada and portions of U.S. Midwest.

Dave Wilkie, 595 Leaside Ave., Victoria, B.C., Canada V82 2K9

33rd Street N.W., Calgary, Alta., Canada T2L IV4.

For Sale UPRR or MILW dining-car waiter's uniforms. $35 with gold buttons, $30 without. Also UPRR linens, green, pink or yellow, $19.50 for cloth and four napkins; $22 for Harriman Special set.—Bucksnort Jct. Antiques, Box 52, Tea, S.D. 57064 (Wayne Kerslake).

Classic Locomotive Highballs across your personalized coffee mug. Your first name. 11 choices from five colorful oldtimers. Only $3.75. Satisfaction guaranteed! Send for free brochure "T", CALCULATORCO, 5517 Alcove, North Hollywood, Calif. 91607.

For Sale Original railroad oil paintings.—Robert H. McCall, 1029 Rte. 163, Oakdale, Conn. 06370.

Books by Shelden King "Trolleys to Cayuga Lake Park," 44 pages, 38 photos, roster, track maps, $5. "Trolleys of the Triple Cities," 45 pages, 52 photos, roster maps, $5. "New York State Railways" (Rochester, Syracuse, Oneida, Utica), 128 pages, 165 photos, rosters, maps, $9. (New Yorkers add sales tax.)—Whitehall Mall Service, 109 E. First St., Elmira, N.Y. 14901.

For Sale: Davenport steam locomotive parts, all kinds, plus catalog. Fairmount track speeder. 3-wheel velocipede, SSE for list.—Reese Central RR. R. 1, Reese, Mich. 48757.

Rare Street Railway Stock Certificates from Philadelphia: 3 different $6 postpaid. 19th century Fairmount Park $7, historic Germantown $5. List SSE.—Platt, Box 194-R, Flourtown, Pa. 19301.

Private Sale. Large house overlooking CNR mainline and Lake Kinsac. Located in quiet village, excellent spot for railfan-photographer. Send $1 for full details.—James Jones, Box 28, RR. 1, Kinsac, Nova Scotia, B4C 2s6, Canada.

Selling 10,000 Negs./Pix/Slides, steam, diesel. State wants. No list. Also antique cameras and magazines. SSE required.—C. Munck, Box 147, Greefield, N.Y. 12833.

Railroad Stock Certificates. Catalog plus beautiful certificate $2. I also buy stocks, bonds, Western railroad passes, and timetables.—Ken Prag, Box 531R, Burlingame, Calif. 94101.

Cera Bulletins No. 102-No. 107, spiral bindings, mint condition only, $50 each. Insured postage, handling, $5 each. Four NYC dining-car menus. Breakfast, luncheon, dinner, and rare accordian, rare children's menu. Issued 1950s-1963 with train numbers, excellent condition, $12. Insured postage, handling $2. Other menus, 35 railroads, most are beautifully decorated, $3 each. Also liquor, wine beverage lists, menu type, some name trains, $3 each. Large SSE for replies. If no SSE, no reply.—Earl A. Yorke, 27257 Currier, Dearborn Heights, Mich. 48125.

Railroadiana, viz Books (some out of print), magazines, Loco. Eng. Bull., "Trains," "Railroad Magazine," etc. Some timetables, folders, etc., some steamship material, some negs. WP, SP, NWP, Calif., steam and juice. Large list available, $1 in coin or stamps.—Marvin T. Maynard, 3945 Castro Valley Blvd. No. 22, Castro Valley, Calif. 94546.

Coming Events

(No charge for listing here)

STEAM-POWERED passenger train with ex-Reading T-1 No. 2101 on Chessie tentative scheduled specials, until Oct. 29 on trips from Columbus, Cleveland, Detroit, Grand Rapids, Pittsburgh, Baltimore, Cumberland, Md; Richmond and Clifton Forge, Va., and Huntington, W. Va. Contact Chessie Steam Special, Box CJ, 2 N. Charles St., Baltimore, Md. 21201.

Wilmington & Western steam train Sat. & Sun. all summer from Greenbank station near junction of Del. Rtes. 2, 41. Lv. Greenbank 12:30, 2, 3 p.m. Adults $2.50, kids under 12, $1.25. For brochure send SSE to Henry Dickinson, Jr., P.O. Box 1374, Wilmington, Del. 19899.

Valley Railroad Steam trains daily, Essex to Chester, Conn., connecting for river cruise thru Sept. 4; weekends thru Oct. 29.

Yakima Interurban Trolley Lines wooden, single-truck, Brill trolleys run weekends thru Sept. 10; daily July 17-Aug. 18, incl. evening rides through Selah Gap, charter or regular trip. $2 regular; $96 two hours for 1 to 32 people. Info from YITL, P.O. Box 124, Yakima, Wash. 98907.

Cuyahoga Valley Line runs thru Nov. 4, Sat. & Sun., Cleveland, Peninsula, and Akron, Ohio, on trips behind ex-GTW 4070. Lv. Value City, south of Cleveland on Granger Rd., Rte. 17, 11 a.m.; return 5 p.m. Get fare plans from Cuyahoga Valley Line, P.O. Box 49, Peninsula, Ohio 44264.

July 13-15: United Transportation Union Region 1 meeting Mariott Inn, Providence, R.I.; Aug. 3-5: UTU Region 2, Seven Springs Resort, Champion, Pa.; Aug. 17-19: UTU Region 4, Sheraton Lick, French Lick, Ind.; Aug. 27-29: UTU Region 5, Carson Inn-Nordic Hills, Itasca, Ill.; Sept. 14-16: UTU Reg. 7, Ramada Inn, Minot, N.D., and Sept. 28-30: UTU Region 8, Inn at the Park, Anaheim, Calif.

July 14-16: Island Pond Historical Society gala celebration for 125th anniversary of Grand Trunk, first International railway in North America. Get info from John Carbonneau, Society president, Island Pond, Vt. 05846.

July 15: 2nd annual Live Steam, Gas, and Antique Machinery Meet, competition, flea market day on Edaville Railroad, South Carver, Mass., on thick end of Cape Cod. Model displays, stationary engines, live-steam operating locomotives. Prizes awarded. Contact Web Reynolds, 64 Jerrold St., Holliston, Mass. 01746.

July 22, 23, 29, 30: *Piedmont Limited* behind Southern's 2-10-4 No. 610, Alexandria to Charlottesville, Va. Open-window and A /C coaches, baggage car, open platform obs. car, food /souvenir car. Several photo run-bys. Four-hour layover at Charlottesville for sightseeing. Lv. Alexandria (Union St.) 8 a.m. all trips. Adults $19, kids (5-11) $17. Sponsored by local NRHS chapters, RRE, and Southern Ry. Full info for SSE to *Piedmont Limited* /610, P.O. Box 456, Laurel, Md. 20810.

Big Bash Train Meets, July 22, 9 a.m.-2:30 p.m., also Aug. 19, Sept. 23, Oct. 28, Nov. 18, Dec. 16, D & Tioga Sts., Philadelphia. South on Whitaker Ave., off U.S. 1 at Sears in AHM Bldg. Pre-registration $1, at door $1.50. Kids under 12 with adult free. Pre-registration 8-ft. tables $5, at door $7. Auc-

tion 1:30 p.m. Free showing of railroad movies, operating layouts. For details send SSE to Bernie Paul, D & Tioga Sta., Philadelphia, Pa. 19134.

Aug. 10-13: annual convention National Association of Timetable Collectors, Holiday Inn, Memorial Plaza, Houston, Texas. Exhibits, side trips, presentation, banquet, dealer displays. Info from Bill Neill, 519 W. 33rd St., Houston, Texas 77018.

Aug. 11-13: 726th Ry. Operating Battalion reunion in El Paso, Texas. Contact J.F. Schroeder, 5220 Mora Dr., El Paso, Texas

Aug. 16-20: Transfair '78, international transportation exposition, at National Aviation Facilities Experimental Center, Atlantic City, N.J.

Aug. 26, 27: trip over Toledo, Lake Erie & Western; Sept. 22-24: Sept. Color Tour over Algoma Central. Contact Michigan Railroad Club, P.O. Box 586, Dearborn, Mich. 48121.

Aug. 31-Sept. 4: Inter /rail 78, National Railway Historical Society convention in Portland, Seattle, Vancouver, B.C. Activities incl. The Dalles Dam R.R., Portland Zoo Ry., OP&E, Amtrak, Yakima Trolley line, S.S. *Princess Marguerite,* and doubleheaded steam on B.C. Ry. Send SSE for details. Pacific Northwest-NRHS, Rm. 1, Union Station, Portland, Ore. 97209.

Sept. 2-12: Pacific Northwest rail and sea adventure via ship, trolley car, trains, buses. Lv. San Francisco on Grace-Prudential liner for north, return SF on Amtrak *Pioneer.* Sept. 7-12: Big sky and mountain country of Colo. and N.M. trip via Amtrak from San Francisco to Albuquerque. Special bus to Chama and Durango for trip over Cumbres & Toltec Scenic and Silverton train. *Rio Grande Zephyr* from Grand Jct. to Salt Lake City. Return to SF on *San Francisco Zephyr.* Rates, brochure from Jim Weinberger, R&LHS Tour Conductor, 2539 Hopkins Ave., Redwood City, Calif. 94062.

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Sept. 7-9: 29th annual reunion of 729th Ry. Operation Battalion, Kansas City, Mo. Write Leonard Kann, 22 N. Evergreen Rd., Browns Mills, N.J. 08015.

Sept. 9-10: annual The World of Trains, sponsored by the Toy Train Operating Society, Northeastern Div., and New York Museum of Transportation, West Henrietta, N.Y., held at Museum, 2 miles south of Exit 46 on N.Y. Thruway. Details from Bob Thon, P.O. Box 576, Walworth, N.Y. 14568.

Sept. 14-17: veterans of 719th Ry. Operation Battalion annual reunion with Military Ry. Service Veterans, Muehleback Hotel, Kansas City, Mo. Get 719th reunion info from R.E. Runsteen, 12620 W. Dodge Rd., Omaha, Neb. 68154. For MRSV contact Marie Godley, Box 529, Pass Christian, Miss. 39571.

Pen Pals Wanted

Miss Ruth D. Sajulga (age 25), Aglayan, Malaybalay, Bukidnon, Philippines 8201, hospital attendant.

Miss Quezonita C. Rabaya (age 24), 510 Cansojong, Talisay, Cebu, Philippines 6453, secretary and first-year law student.

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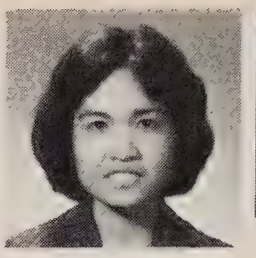

Quezonita Rabaya.

Ruth Sajulga.

Miss Rebecca P. Sanchez (age 20), 12-A Rivera St., Talipaza, Novaliches, Quezon City, Philippines 30005, wants "understanding, sincere, kind friends."

Dan Brubaker (age 10), 698 Douglas Ave., Altamonte Springs, Fla. 32701, interested in railroading, football, music, wants pen pal about his own age.

Miss Gleceria Marinay (age 22), 25 Abellana St., Do. Luz, Ceb City, 6401,

Mlle. Fabienne Avignon (age 14), 27 Chemin de la Pature, 4300 Nantes-Doulon, France, daughter of French Ry. exec. officer, interested in piano, reading, sports, films, will write to a railroader's daughter (not men or boys).

Miss Josie A. Nacario (age 17), Juan Osmena Extension, Gochan Hill, Purck 8, Cebu City, Philippines 6401,

Miss Leonita B. Labrada (age 20), University of the Visayas, Cebu City, Philippines 6401, majoring in accounting at University, promises to answer all mail.

Mlle. Isabelle Bastian (age 14), 6 Rue de Flandre, 75019, Paris, France, daughter of French Ry. clerical officer, interested in music, dancing, reading, will correspond in English with a railroader's daughter (not men or boys).

Alan Tucker (age 25), Rte. 1, Box 1205, Davidson, N.C. 28036, railfan, wants male and female pen pals.

Miss Evelyn Quisnones (age 24), Jalibong Cubucqgayan, San Isidro Biliran, Leyte, Philippines.

Miss Delia Apacible (age 20), Basud Biliran, Leyte, Philippines. Also her sister Nensita (age 26), same address.

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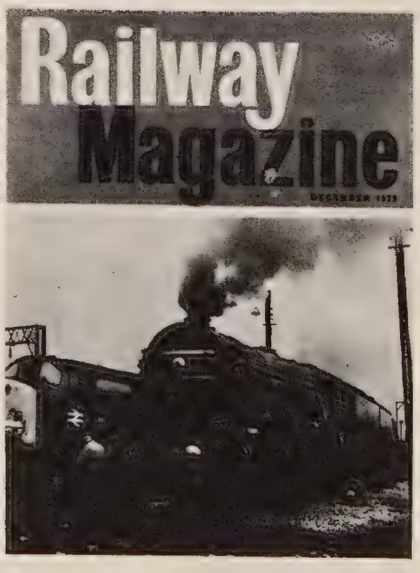

BOOKS of the RAILS

by Gorton T.H. Wilbur

ROUTE OF THE WARBONNETS, by Joe McMillan, 176 pages, 8½x11", hardbound, captioned photos, published by Joe McMillan, $18.95. (Available from Railroad Magazine Book Service.)

Countless railfans for over a quarter century have been familiar with the famous red, yellow, and silver "warbonnet" paint scheme of so many Santa Fe diesels. Joe McMillan accurately points out that the units bearing this distinctive paint job weren't just locomotives, they were symbols of fast trains, excellent service, and the "we care" attitude of Santa Fe from Chicago to Texas to California.

The warbonnet units may be gone, but this fine book can recharge the memory batteries of those who saw them working passenger trains at daybreak across the plains to Dodge City, Kan., high noon at Lubbock, Texas, under a hot sun, or fighting a January blizzard along the torturous extremes of Cajon Pass, and sunset over the Pacific, with the lights of San Diego just minutes away. Those warbonnets seemed to be everywhere.

Joe's book predominates with good pix of what his story is all about. He also notes photographically the rebuilding of Santa Fe's early F and GP locomotives and the new SD45's, F45's, U33C's, etc. He must have a warm place in his heart for steam, because before too many moons shone on the *Route of the Warbonnets* he injected several pix of ex-T&P 610 hauling the American Freedom Train in Texas. Still, weather fanatic that I am, the most dramatic photo among his good prints, in my opinion, is one taken in the cupola of the caboose trailing train 52, an El Paso-Belen freight, near Engel, N.M., in Oct. 1968. The setting sun imparts a rich golden hue to the desert vegetation as a violent thunderstorm, with jagged heads thousands of feet high, makes up ahead in the Fra Cristobal Mountains. Too bad this wasn't a color photo!

NEW ENGLAND RAILROADS PAST, PRESENT, AND FUTURE, by Robert P. Fuller, 95 pages, 6¼x9¼", photos, maps, rail history, New England Transportation Research, $15.95. (Me. residents add 5% sales tax.) (Available from Railroad Magazine Book Service.)

This book is timely including Amtrak and Conrail. The history of New England railroads as a group, had not appeared in book form for many years. While I think the book title is a bit awkward, it is at least interesting, and the author deals earnestly with what those and other roads must do to survive. While the photos are not outstanding, I did find his recent history (1944-1976) most appealing.

Boston & Maine symbol freight, *the Maine Bullet*, with GP-18 1751 on the point, followed by a trio of GP-9's, at Exeter, N.H., in 1967. Collection of John C. Hutchin

Fuller writes: "Since 1945 railroads in the Northeast have lost freight and passenger traffic to other modes of transportation. This has resulted in the sharp decrease of earning power. Advances in technology have been uneven. While railroads rapidly changed from steam to diesel, other areas such as track condition and train service, have deteriorated. Government legislation has been inconsistent with transportation policy. Railroad management must be concerned with improving productivity. This can be accomplished by increasing technological gains, coordinating with other modes of transportation, and securing fair, consistent legislation for all transportation.

"New England railroads are ultimately dependent upon decisions made at the Federal level, concerning the Northeast rail problem. The best solution for both New England and the Northeast would be a handful of strong, competitive rail systems with at least two lines serving each major location. It should be noted the late John W. Barriger wrote in *Super Railroads for a Dynamic American Economy* had been realized by 1965, there would have been no need for this study." I couldn't agree more.

RAILWAY DIRECTORY & YEARBOOK 1978, compiled by P.M. Kalla-Bishop under the direction of the editor of Railway Gazette International, published by IPC Transport Press Limited, £9. (Available from Railroad Magazine Book Service.)

This valuable publication, now in its 83rd year, has worn well through the decades as an authentic dispenser of current knowledge. Railways maintain their place by hauling something like 70% of the world's freight. The *Directory* says that 14,500 kilometers of new railway is now being constructed, with plans for building another 70,000 kilometers. World passenger-train stats are meager, but the classic volume does report that world-wide city rapid transit systems are being built or extended and that over 100 cities already use or are looking into the use of rail for local transport. A whole new section has been added for rapid transit, which of course pleases men like Steve Maguire.

Catering to the greater need for facts, this edition's contents have been greatly overhauled. Thus some 400 minor railway operations appear for the first time. Unfortunately, something had to give in making way for the fresh material, and that fell on the purely historical material carried for many years.

Records and Periodicals

CHESAPEAKE & OHIO SOUNDS, VOL. 1, WORKING STEAM AND MEN is produced by The Chesapeake & Ohio Historical Society, Inc., P.O. Box 417, Alderson, W. Va. 24910, $6.50. I hadn't expected a crystal-clear, 1978-type, stereo rendition of C&O steam a quarter century ago. Who would? Maybe it's the history buff in me, but I like what I heard. J.I. Kelly, a C&O operator-agent, recording between 1950 and 1956, used a Knight A.C. recorder—according to Tom Dixon, Jr., the Society's president—later supplemented by a Magnemite recorder, both fed with Irish brand tape. It's the first all C&O record I've heard, and I've got more than a few railroad records in my collection. The segments include eight different Chessie classes of steam—4-6-4s, 4-8-4s, 2-8-2s, 2-6-6-2s—working on the point of fast passenger and freight runs, drags, plus a couple of Eight-wheel goats switching yards. Some segs include the dispatcher's voice, operator's "OS" on a job, chatter of the Morse key, crew conversations, among other sounds that very easily can send you back on a time machine to happier days on the C&O in Virginia in the early 1950s.

B&M BULLETIN, edited by H. Bentley Crouch for the Boston & Maine Historical Society, P.O. Box 302, Reading, Mass. 01867. Always a good job. I especially liked the winter issue with its article and pix about the old milk trains.

THE SOUNDER, edited by Thomas Lawrence, is the official journal of the Puget Sound Railway Historical Assn. Annual subscription for 4 issues is $3.75, or $1 a copy. Good Pacific Northwest reading matter. Tom wants all letters, articles, and adv. inquiries sent to him at *Sounder Magazine,* 16010-51 South, Seattle, Wash. 98188.

RAIL AND TRANSIT, published by Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada M5W 1AZ, is a coated-stock publication issued by a fine historical organization, published bi-monthly for $1.25. Members get it as one of the benefits from their annual dues. Non-members may subscribe.

THE INSIDE TRACK, edited by Sam Breck, Jr., for The Ann Arbor Train and Troll(e)y Watchers, 306 Westwood, Ann Arbor, Mich. 48103. *The Inside Track,* loaded with good newsy Michigan material, comes out bi-monthly, September thru May. Five issues sent via 2nd class mail, $4 a year. Canadian subscriptions, due to 1st class postage required, $5. *The Inside Track* also carries some fine Wolvarine State pix. AATTW meetings are held the third Friday of the month, Sept. through June, at 8 p.m. in the parish hall of St. Andrew's Episcopal Church, 306 N. Division, Ann Arbor, Mich.

RAILWAY MAGAZINE, edited by John Slater, issued monthly, costs $18.20 per year ($31.50 airmail) for U.S.-Canada subscribers. It is published by IPC Transport Press Ltd., Dorset House, Stamford St., London, SE1 9LU, England. In a sense, this is the British equivalent of our own *Railroad Magazine.* ●

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